

THE COMMERCIAL MOTOR

FRIDAY, SEPTEMBER 29, 1961
ONE SHILLING



THAMES
TRADERS
GO
A-MILKING!

...cutting time and costs for the Milk Marketing Board

Reasons why the Board choose the Trader. Superior power for tough duties! • Speed and reliability for close timing! • Comfort and manoeuvrability for contented drivers! • Efficiency and low running costs for economic operations! • Low fixed costs of speech! • Ford Service! • Hydrovac Braking now available on all Traders.

The THAMES TRADER range 1½ tons to 10 tons

(including the highly successful tipper and Artic Unit)

GO FOR

THAMES TRADERS by Ford of Britain

PAYLOAD **AND** **THE POWER TO HANDLE IT**



NEW
GUY
WARRIOR
SHIFTS
OLD
LONDON

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COMMER

chosen by
THE METROPOLITAN WATER BOARD



*Commer 5-ton F.C. Dropsider
diesel-powered.*

Leading road transport users the world over — among them the Metropolitan Water Board — employ vehicles from the wide Commer range, which for toughness, reliability and economy are unexcelled. Furthermore, they are backed by the Rootes parts and service organisation which is second to none.

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FOR LOADS UP TO 12 TONS
PETROL OR DIESEL

ROOTES PRODUCTS — BUILT STRONGER TO LAST LONGER!

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for
quality
unbeaten
for
price

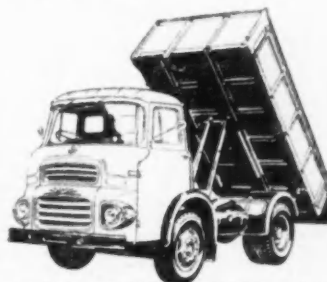
Some people imagine that because Albions are rated sky-high for quality, their prices are high too. Which goes to prove just how wrong some people can be.

For example: specification for specification, the Chieftain is by far the lowest-priced 7-tonner of any. The 6-wheel Reiver, which is engineered throughout as a 6-wheeler, costs less than many 2-axle jobs with a third tacked on. And, as for the underfloor-engine Claymore, we doubt if anyone has ever produced a local delivery and medium haul truck that offers so much for so little.

And remember, apart from the initial cost, Albions have a pretty high reputation for running more miles, at less cost, for longer periods than most.

Anyway, why not prove for yourself just what value for money Albions are. Your dealer will arrange a demonstration at any time.

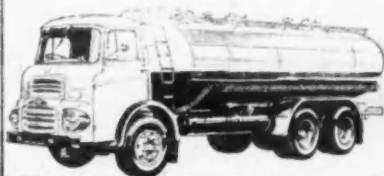
7-ton Chieftain.
Price for
chassis and cab
£1,646



4-5 ton Claymore.
Price for
chassis and cab
£1,415;
for chassis only
£1,200



10-ton Reiver.
Price with twin-
drive rear axles
£2,677;
with trailing axle
£2,457



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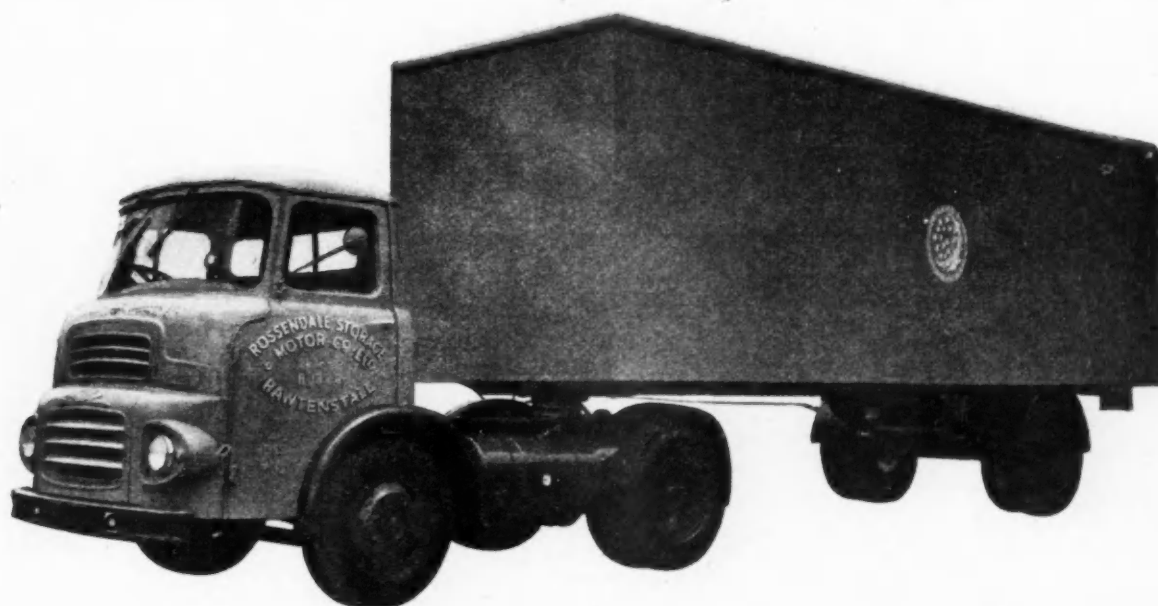
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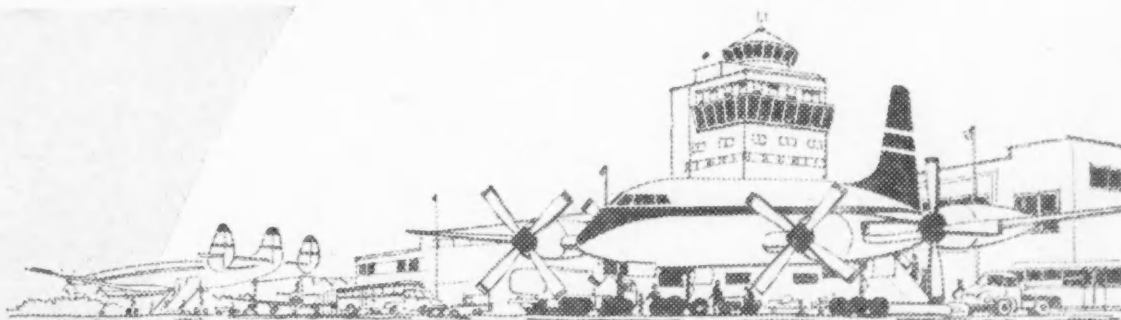


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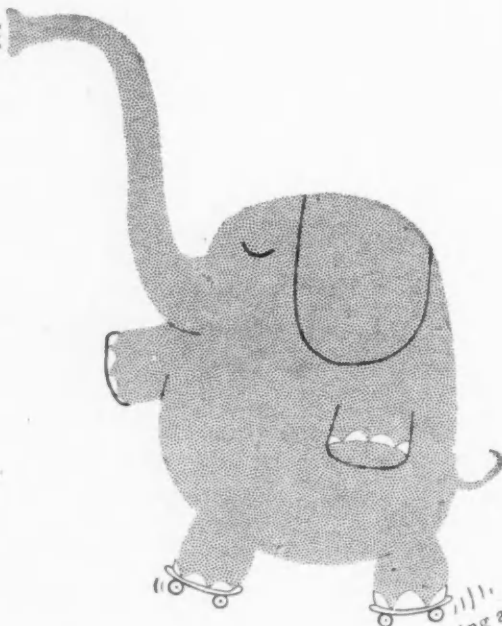
HEAD OFFICE: Phoenix Works, Richmond Road,
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BT 11
A

I'M A BULKMOBILE



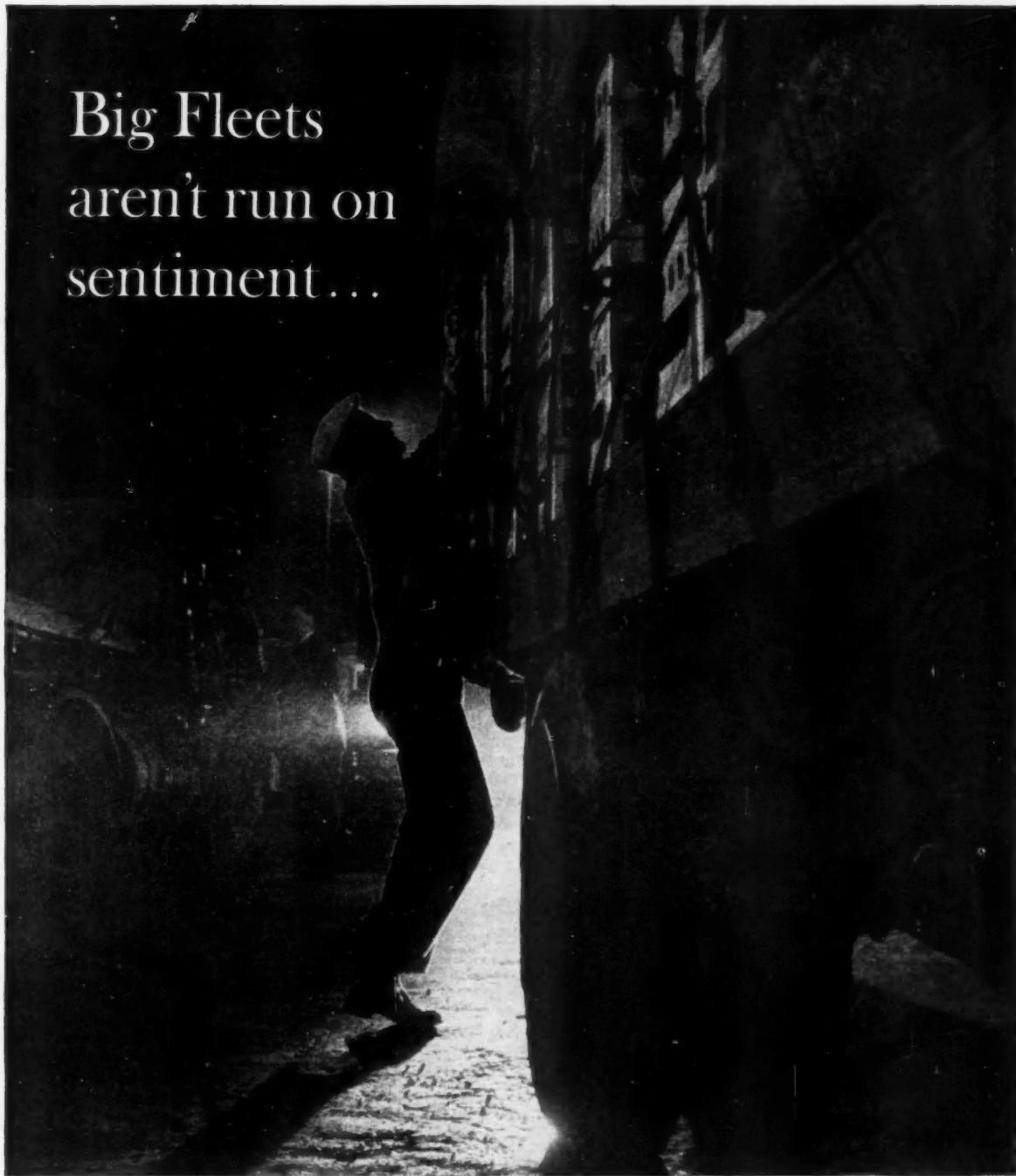
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aren't run on
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KHV HEAVY DUTY BATTERIES

A PRODUCT OF CHLORIDE BATTERIES LIMITED - BACKED BY WORLD-WIDE SERVICE - EXIDE WORKS - CLIFTON JUNCTION - SWINTON - MANCHESTER
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WESTON TWIN-POWER SLANT HOIST

**TAKES A
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PLUS POINTS BEHIND THE THRUST INCLUDE

- **NO GROUND CLEARANCE PROBLEMS**

2-stage rams are positioned to thrust at slant angle of 30°. Thus there is no protrusion of lower ends of rams below chassis frame.

- **MAXIMUM EFFICIENCY WITHIN MINIMUM LOADING HEIGHT**

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Wide spacing of rams ensures stability in the most punishing conditions. Rams are specially designed to counteract side movement of body.

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The hoist is suitable for a very wide variety of intermediate and long wheel based commercial vehicles.

- **AMPLE POWER FOR THE HEAVIEST LOADS**

All Weston hoists are equipped with a 4-cylinder piston-type pump, precision-built, capable of operating at high pressures.

**WOOD, STEEL OR LIGHT
ALLOY BODIES BUILT
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Two strong under-body rams of two-lift construction, give maximum thrust even in the worst conditions of strain and stress. In addition, a re-styled simple layout and exceptional low weight make the new 4S Twin-Power adaptable to a wide range of vehicles. Reliability and fast turn-round capacity have already been proved and acclaimed in all manner of work.



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are manufactured by the Mintex Division of British Belting & Asbestos Ltd., Cleckheaton, Yorkshire, who are also sole sales concessionaires for 'Sinterlink'—sintered friction materials. All products are available from MINTEX SERVICE DEPOTS and Distributors throughout the country.



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INTERNATIONALLY

the astronauts have got the matter buttoned up.

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HOLTS ROLLING SHUTTERS have the matter on a button-end.

THE TOUCH OF A FINGER-TIP ON A

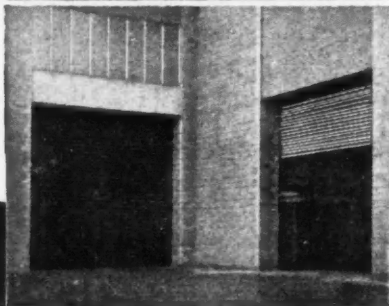


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As to space, you get yards more when you replace old-fashioned doors with neat, roll-away, speedy action shutters. If space and speed are important to YOU, write for our detailed brochure.



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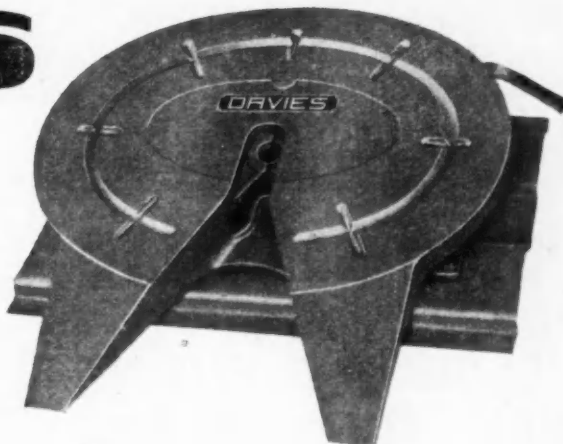
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Davies manufacture a wide range of couplings to suit all capacities and operating conditions. Write for details.

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FIFTH WHEEL COUPLINGS

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**JOSEPH RANK LTD
CHOOSE
CALLOW PNEUMATIC
MULTI BULK VEHICLE
CONVERSIONS**



Multi-Bulk Container, specially designed to specification of Joseph Rank Ltd.

AND HERE'S 9 GOOD REASONS WHY JOSEPH RANK LTD. AND OVER 200 OTHER USERS DID SO..

- Containers demountable for all-round economy, enabling the vehicle to carry bagged or other loads should it be required.
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- Perfect pneumatic delivery of bulk feed ensured through high grade engineering and design.
- Compressor type "Blower" driven from power take-off.
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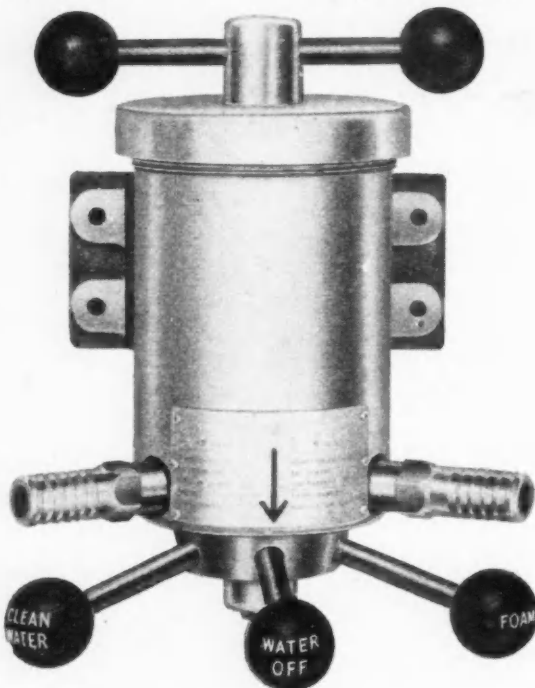
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(WALL MOUNTED)

Wherever vehicle cleaning is done on a large scale there is a need for the Flexy wall-mounted detergent dispenser. It provides a continuous flow of cleansing suds that will cut through dirt and grime and leave a sparkling, glossy finish on all paintwork and chrome.

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THIS DISPENSER IS A MUST FOR

Public Transport Depots ● Garages ● Commercial Vehicle Sheds
Fleet Operators ● Car Hire Firms ● Haulage Contractors

Unit only with fixing screws, hose clips £10.10.0

Unit complete with 3 ft. extension handle, 60 ft. hose $\frac{1}{2}$ " x $\frac{1}{4}$ "

wall thickness, pack of 10 charges of detergent (3 blocks per charge) £13.13.0

Additional pack of 10 charges £1.10.0. ALL PRICES NET TRADE.
Supplies available from your usual factors.



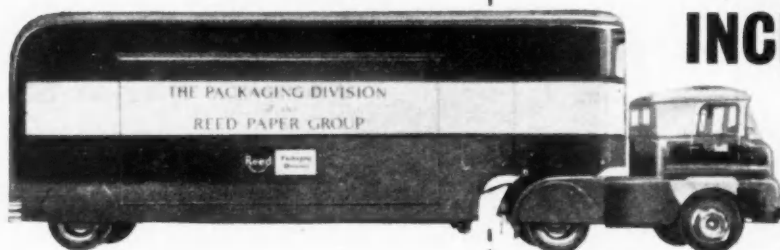
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your
Showroom**



**This is the way
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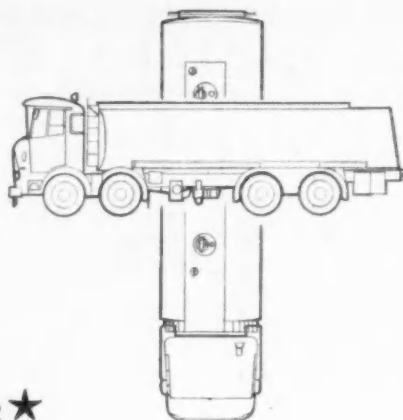
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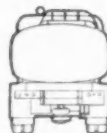
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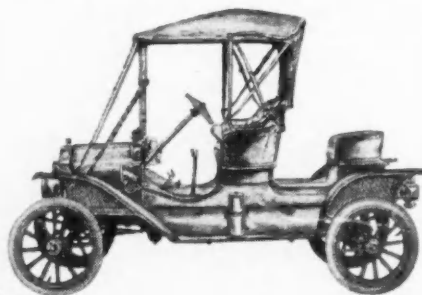
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THE VEHICLE **RAYBESTOS** BRAKE
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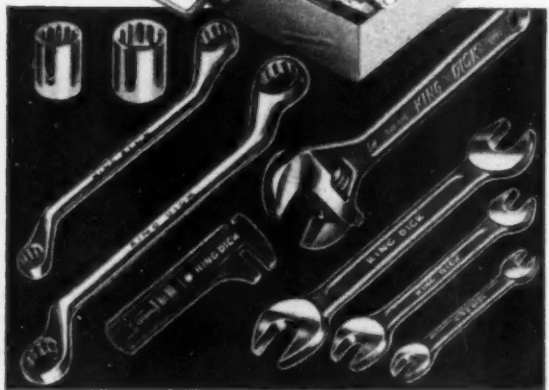
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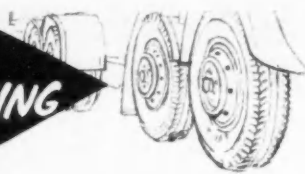
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WHEELS TURNING**



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"OUR SCAMMELL SEMI-TRAILERS COVER OVER A MILLION MILES A YEAR—WITH MINIMUM MAINTENANCE"....

...that's one of the things that Robert Deards Ltd. of Finchley like about Scammell semi-trailers—designed for high payloads and trouble-free operation—they're always on the road.

Mr. E. A. S. Dennis, Director of Robert Deards Limited, is responsible for Deards road transport fleet, which operates throughout the U.K. equipped 100% with Scammell semi-trailers. Robert Deards Ltd. also operate fleets of tippers, tankers and other special units.



SCAMMELL SEMI-TRAILERS — ALWAYS ON THE ROAD



There are over
100 basic types of
Scammell semi-trailers
for operation with any
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Please write for details of the Scammell range of semi-trailers with automatic or 5th wheel coupling.

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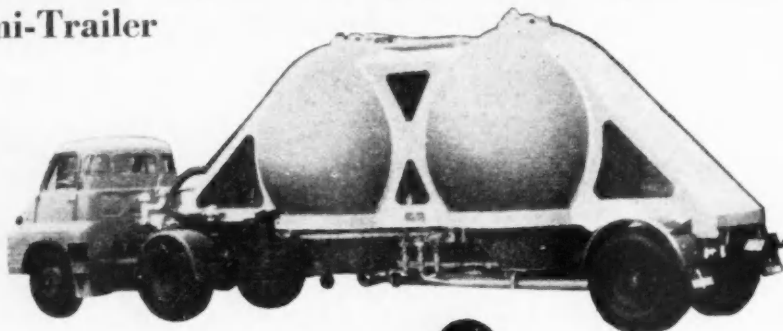
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15 TONS PAYLOAD

Single, twin or multi-units, integrally welded obviates the necessity of a trailer chassis, resulting in greatly increased payloads.

Pneumatic Discharge—50 tons per hour in 100 ft. 4" pipeline.



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Chassis Mounted Tipper

9 TONS PAYLOAD

Self-Supporting light alloy container. Dished front and hemispherical rear end. Single ram heavy duty tipping gear. Special cradle prevents twisting in the chassis frame. Pneumatic Discharge—30 tons per hour in 80 ft. 4" pipeline.

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use  **TKINSON**

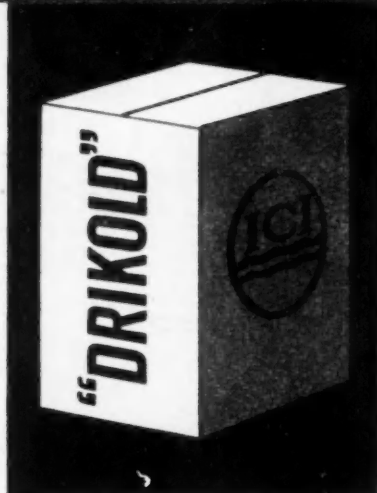
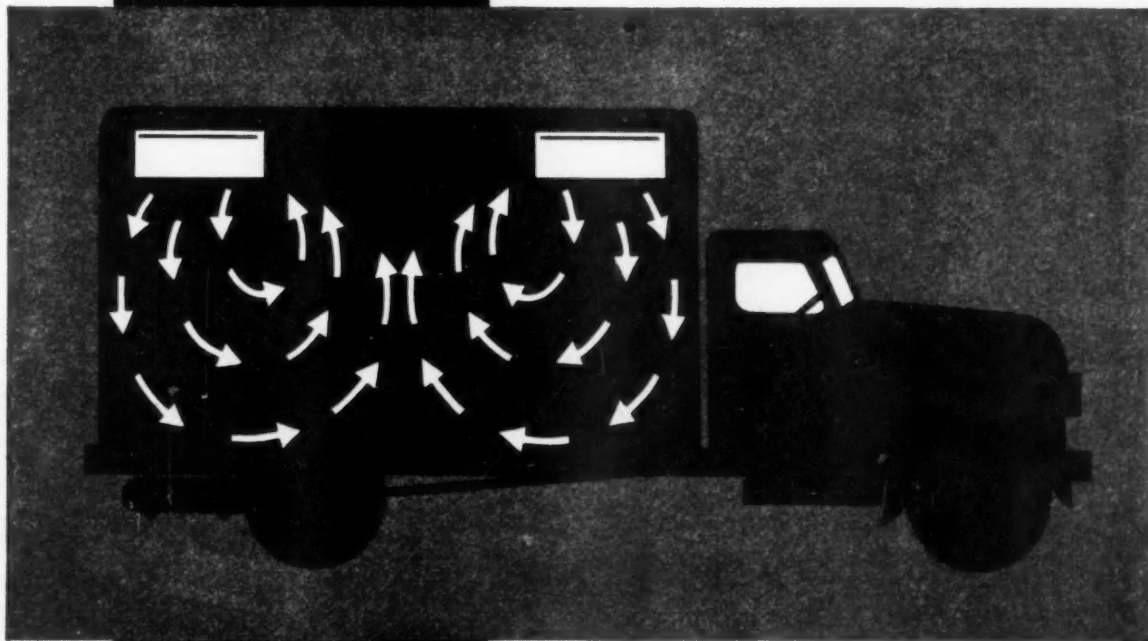


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SIMPLE
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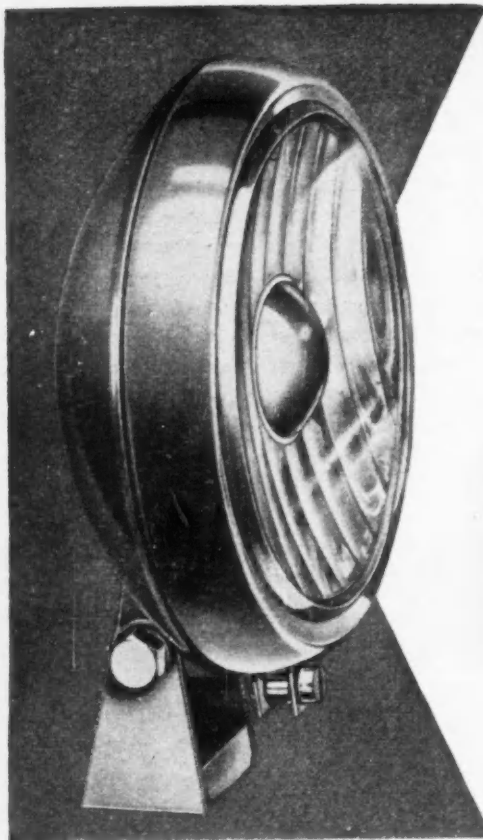
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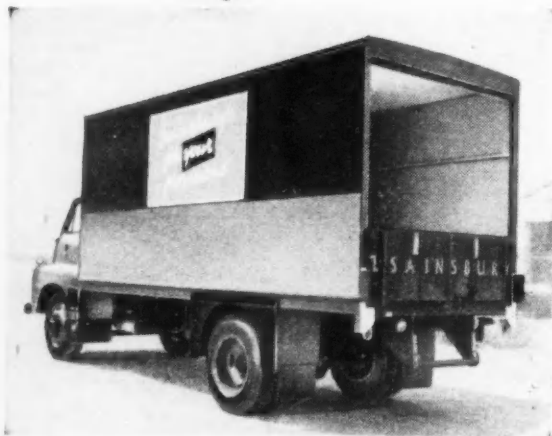
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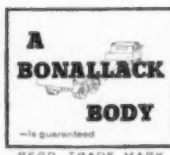
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SEPTEMBER 29, 1961
VOL. 114 No. 2928

Salute the "Giants"

RESearch is a subject that usually rings a bell only with the larger fleet operator, whether of goods vehicles or of public service vehicles. This is understandably so, since the small- or medium-sized operator has neither the facilities nor the spare resources available to devote to this necessary exercise.

Manufacturers, of course, carry out a considerable amount of research which results, in the end, in operators being able to use vehicles of a very high standard of efficiency. They are greatly assisted in their work by such bodies as the Motor Industry Research Association. But a great deal more research work, often on a lower plane, is carried out by large operators. It is also evident that the largest operators can often indulge in the most research.

The truth of this was borne out in the recent annual report of the London Transport Executive, which devoted a considerable section to L.T.E. research activities. Casting back a few months, one comes across the British Transport Commission's annual report, a section of which details the activities of British Road Services in this direction.

On the passenger side, it is true, the undertakings are on the whole more integrated than in road haulage, but nevertheless London Transport's work is impressive and inevitably results in certain improvements being applied for the common good.

This is more noticeably so on the goods vehicle side, where B.R.S. form a solid, stabilizing bloc of operating knowledge that is without parallel for size. A lot of their work, although obviously intended primarily for their own purposes, is carried out in conjunction with the manufacturers and, when successful, therefore adds to the facilities the manufacturers are able to offer to the general haulage industry.

One rather high-sounding sentence from the 1960 B.T.C. report refers to B.R.S. "again studying the long-term trends of vehicle design and development in relation to foreseeable highway conditions and traffic needs." In short, B.R.S. are looking well ahead. Basically, their needs and the needs of the average haulier and C-licensee do not vary that much, so here is one instance of B.R.S. resources being used for the benefit of everyone. Where else is there an operator looking a really long way ahead, and who is also doing something about what he sees there?

They are gathering a dossier of motorway operating experience which will one day be used to determine, in conjunction with the manufacturers, whether future design ideas are right. Many operators have just as much knowledge as B.R.S. but where else, other perhaps than through trade associations, is there such concerted pressure as is brought to bear by B.R.S.?

For London Transport, 1960 was a milestone because its new central laboratory was opened at the Chiswick Works. Their contribution to the passenger field has surely been no less, over the years, than that of B.R.S. in their sphere. And it is true to say that some of the L.T.E. research, such as that devoted to use of thinner grades of lubricating oil, will eventually have an impact on goods vehicles as well as buses and coaches. In fact, it has been recorded that their one exercise on thinner oils resulted in savings in bus fuel costs which in one year will more than pay for the cost of the new laboratory!

Transport is, and always will be, very much in the province of the smaller operator—particularly in the goods field—but without its "giants," such as B.R.S. and London Transport, it would not advance so quickly on the technical front.

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NEXT WEEK

- Popular Van Road-tested
- Bus Company's Jubilee

Men Who Make Transport

Sidney

"CIVIS Romanus Sum"—"I am a Roman citizen": a proud claim a couple of thousand years or so ago, but no prouder, I think, than the boast of the Londoner born and bred who tells you he's a Cockney. The fact is that there are far fewer people today who can lay genuine claim to that title than, in the era of the Roman Empire, there were true Roman citizens. Those were all over the place, from Rome itself to Britain's Hadrian's Wall. You could even buy the title, if you please! But nobody can say he's a real Cockney unless he was born within sound of Bow Bells and, after all, residential quarters in that small area were—and still are—very scarce.

And what, you may well inquire, is all this about? The simple answer is Sidney Lamborn. Born in Holborn, educated in London City, his first job not far from Father Thames' busier reaches—here is your genuine, hall-marked, proud-of-the-fact Londoner, of the Cockneys—a Cockney!

It was in December, 1924, at the age of fourteen that he announced to his family one breakfast time that he'd left school and found himself a job. Mother, as is the habit of mothers on such occasions, raised a protesting voice. Father, however, perhaps remembering a little sadly the day he too went off to work for the first time, took it in his stride. "Well, we'll have to see about getting you a new suit to start in," was his eminently constructive comment.

So it came about that young Sidney joined Spillers as an office boy in the engineering office. But whether Sidney's agile figure was too much for the engineers or whether the view from the office windows palled upon him, history does not record: suffice it to say that after two months he was in the export department performing, doubtless to the satisfaction of all, those chores which properly fall to the lot of a City of London office boy. And there he stayed,

Bird's Eye View

The Power of the Press?

ALTHOUGH to some people the job of a Pressman may seem all "bees and honey," I can assure you we sometimes have our problems as well. An example of this, which I remember only too well, happened recently when I went to see a demonstration of body and chassis repair equipment. The various gadgets were attached, and the demonstration was ready to begin, when up hove a B.B.C. Television camera crew.

All was cast aside (including us poor lowly Pressmen) while arc lights were put up, wires were laid everywhere, sound recording equipment installed and two cameramen positioned—one on the ground and one atop a large car which had been reversed into the arena and, which finally succeeded in getting the "Gentlemen of the Press" herded up into a tight little corner of the garage. Again all was ready to begin when out went the arc lights.

Once More, Please

SOME 30 minutes later, the demonstration finally got under way and from my remote corner of the garage (we weren't allowed anywhere near the vehicle being repaired) I could just make out what was going on. I felt very sorry for the three mechanics working under the arc lights who had to perform their jobs with constant interruptions, stoppages and requests to "move aside a bit." But to cap it all, I think the sound



"Quite like home, isn't it, Fred?"

recording gentleman came top of the class when a mechanic, having successfully pulled out a badly dented wing, he remarked "That was rather impressive, can you do it again?"

With cries of "hold it a second," "move that light," "I think I'll cut there" and "can you move out of the way at the back please?" still ringing in my ears, I left completely defeated, rather confused and frantically clutching my valuable "handout."

John Lamborn

working mainly on the sales side of exporting, for 13 years, at the end of which he had achieved a senior position in it.

But people had their eye on Sidney Lamborn—the kind of people who in every progressive business are always on the look-out for talent. The managing director took the view that Sidney ought now to widen his experience. Off, accordingly, he went to Liverpool to wrest from the down-to-earth Lancastrians whatever secrets they might try to conceal from the up-and-coming young Londoner. Of course, that is merely a quip! It seems that he got on very well with the North Country folk and made as rapid progress on Merseyside as he had done by the Thames. He worked through most of the departments in his methodical way, but mainly he stuck to the sales side of the organization.

In 1942 he returned to London and spent the two succeeding years in the secretary's office. (And here, allow me to interject a little personal homily. One of the industry's top people, whose profile appeared recently in these columns, told me that a secret of success is to get as close as possible to the source of power. That is to say, "Keep close to the boys who can assess one's talents, steer one's career and, when the time is ripe, hoist one up the hierarchy." There's no chicanery in this: indeed, very often highly meritorious members of the staff have little opportunity to control their proximity to the powerful ones. There's luck even more than judgment in that sort of thing. But when a chance to work close to top management occurs—take it, said the top manager I interviewed. Homily ends.)

Well, here is Sidney Lamborn by chance working close to the company secretary. And he so worked for two years. Of course, he was called up with his age group and had, perforce, to inform a sceptical medical officer that he



A genuine London-born Cockney.—Mr. S. J. Lamborn.

had formerly suffered an attack of thrombosis. Not unnaturally, he was disbelieved. "Young fellows like you don't get thrombosis," they told him. But they were wrong. Today one hears the fact with exactly the same incredulity as the medical authorities years ago, for Sidney Lamborn looks the fit, energetic character he in fact is.

His two years with the secretary concluded with promotion to the post of assistant manager of the department which maintained liaison between the board and the increasing number of Spillers, Ltd., subsidiaries.

It is at this point that his career differs from that of many transport managers of important concerns. In 1949 the managing director invited him to include the company's transport in his sphere. Thus he came into transport not from the technical side, but from the purely administrative. Today he lays no claim to special engineering knowledge, though he has acquired much during the 12 years or so he has been close to engineering problems.

He sees it as no integral part of his work to know exactly what goes on under the bonnet of a commercial vehicle. He believes, however, that it is absolutely essential to be able to choose appropriate staff to tell him about such things—staff who are not only highly competent technically, but who can be implicitly relied upon to advise him. His task begins just there—analysing, co-ordinating, looking at the various problems inseparable from such a department from the broadest possible angle and on a company-wide scale.

At the outset his work appears to have been principally co-ordination, to work out an overall plan for the company's very various transport requirements, which ranged from bulk carriage of flour (Spillers were among the tanking pioneers) to bakery vans.

He does not see this as a job which involves a magic touch. Modestly he claims that such planning demands commonsense more than anything else. "You work out a common denominator and then use your native sense," he told me.

And the industry recognizes Sidney Lamborn's native abilities as out-of-the-ordinary. They salute his far-sightedness and are glad that he is deputy president of the Traders Road Transport Association.

H.C.
A27

By The Hawk

Brownhills' Speciality

BBROWNHILLS MOTOR SALES, Watling Street, Brownhills, Staffs, did me a good turn the other Saturday, although they wouldn't know anything about it. I was driving south down A5, and just before getting to the Brownhills' place came into a queue of traffic. The cause of the hold up appeared to be at least one lorry a couple of hundred yards down the road right across the road, but it was obvious that the traffic was going to be there for some time.

Brownhills got the emergency call, so their Scammell recovery vehicle was soon on the job, but to speed southbound traffic on its way they voluntarily diverted it through the grounds of their own premises from the A5 on to the A452, from which it was easy enough to turn to the left and so get back on to A5 south of the accident.

A very nice thought which I hope was appreciated by all those whose time was saved. Thank you, Brownhills.

Tuned In

IT is regrettable, but nevertheless true, that it is not often these days one can praise the speed of dispatch of spare parts or accessories in response to an urgent plea, so it is a pleasure to put on record the swift reaction of the car radio division of Pye, Ltd. A member of the staff recently appealed for a fitting to enable him to transfer his car radio from one car to another, and said fitting arrived promptly the following morning—it was the right part too!

Incidentally, the radio involved was a Pye TCR 1000, which, is one of the lowest priced sets on the market. Operators who are contemplating the installation of radios in their vehicle cabs could do worse than look into this Pye equipment.

London Busmen to Press for More Money

From our Industrial Correspondent

LONDON busmen's claim for higher pay and improved conditions is to be presented to London Transport Executive by their negotiating committee next Wednesday.

The claim was formulated by the busmen's representatives in June and approved the same month by the executive council of the Transport and General Workers' Union. But largely due to the holiday season it had been impossible to fix a date for arguing the case.

The delay has made the busmen restive, however, and they have threatened to impose an overtime ban. But when their union's executive met again last week they once more endorsed the claim, but refused to sanction any other action at this stage.

The three-point claim is for a "substantial" but unspecified pay rise, time and a half for Saturday afternoon work, and less week-end work.

Their last increase, just a year ago, cost London Transport Executive more than £2,250,000 a year. It brought the basic weekly wage of a driver on Central London bus routes to £11 10s. a week and for a conductor to £11 6s. On country routes a driver's pay went up to £10 17s. 6d., and a conductor's to £10 12s. 6d.

Busmen throughout the country will be watching closely the result of the negotiations. For Provincial busmen, both in municipal and private company undertakings, have always claimed parity with London bus services and will resent any further widening of the differential.

Any settlement is, therefore, likely to lead to renewed claims by the Provincial men.

Lo.T. PRESIDENTIAL ADDRESS

THE president-elect of the Institute of Transport, Mr. James Amos (chairman of the Scottish Omnibuses Group), is to deliver his presidential address in London on October 9. The meeting will be held at the Royal Institute of British Architects.

At the same meeting, the retiring president, Mr. K. W. C. Grand, will present awards for the 1960-61 session. Among recipients will be Mr. L. C. Hawkins, a member of the London Transport Executive, who will receive the road transport (passenger) medal for his paper, "Mass transportation in the future."

ERMETO FOR MANCHESTER

TO provide an improved delivery service in the Manchester area, British Ermeto Corporation, Ltd., and their associate company, Simpliflex Couplings, Ltd., both members of the Alenco Group, are to open a depot in Blackett Street, Manchester, next Monday.

A28

Wages Council Go Ahead With Pay Proposals

Will Minister Send Them Back?

FROM OUR INDUSTRIAL CORRESPONDENT

ANOTHER step in the threatened road haulage pay crisis was taken last week when the Road Haulage Wages Council met in London. It decided unanimously to go ahead with its proposals for a wage increase and a shorter working week for the 130,000 workers covered by the Council.

As a result, Mr. John Hare, the Minister of Labour, was faced on his return from his Italian holiday with his most difficult decision since the Government introduced its wages pause policy. It is not the first Wages Council to have refused to heed his warning that it should take account of Chancellor Selwyn Lloyd's statement imposing a pause "until productivity has caught up and there is room for further advances." In fact, two of them have already had their proposals sent back for reconsideration and have sent them up unchanged a second time.

But road haulage presents a far more difficult problem for the Government. The workers in the industry are well organized, and Mr. Frank Cousins, general secretary of the Transport and General Workers' Union, has given a public warning that they would fight to get any "justified adjustment" in wages.

The Wages Council, in going ahead with its proposals for a 3 per cent. wage increase and a reduction from 44 to 42 hours in the working week, clearly had in mind the loophole in the Chancellor's statement. This said: "Where commitments have already been entered into they should be met."

Unanimous Decision

In a statement after their meeting, the Council said that they had considered the Chancellor's statement and a letter from the Minister of Labour to wages councils. But they had decided unanimously to submit the proposals to the Minister with a request that a Wages Regulation Order giving effect to them be made as soon as possible.

The statement continued: "In reaching this decision the Council had in mind the fact that it had reached its settlement on wages and hours on July 6, 1961. Both employers' and workers' representatives regarded the settlement as a commitment."

Mr. Cousins, who was informed of the decision while his union's executive was meeting, said afterwards that the decision to go ahead with the proposals was moved by the employers' representatives. Asked whether they had considered what action to take if the proposals were sent back by the Minister, he replied: "We are not entitled to assume that the Minister is going to do anything as foolish as that."

Nevertheless, that is just what the Minister is expected to do. Within the next week or two the proposals are likely to be returned to the Council for reconsideration. That is where the danger point is likely to be reached. If the employers are prepared to join in re-submitting the proposals there may be another breathing space.

But sooner or later Mr. Cousins and his union will threaten force to stop further delays in implementing the proposals. And road haulage workers are sufficiently well organized and the industry is vital enough to the economy of the country to make a strike a very serious matter indeed.

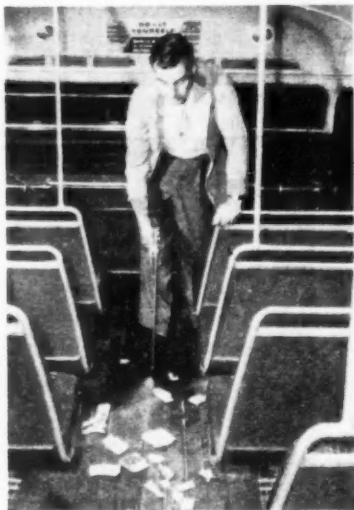


An order for three Scammell tank recovery vehicles for the Jordan Arab Army has recently been completed. The motive units are 200 h.p. 15-ft. 10½-in. wheelbase, Scammell 6 x 6 Constructors, with left hand drive, new coil front suspension and hydraulically assisted steering. They are equipped with Scammell vertical spindle 15-ton winches, and heavy duty Crane universal 5th-wheel coupling gear. When coupled to the Crane 60-ton semi-trailers, the outfits have an overall length of 55-ft. and a gross laden weight of over 78 tons. The semi-trailers are equipped for end loading and will be used for carrying Centurion tanks.

Speeding Up Bus Interior Cleaning

A NEW method of cleaning bus interiors, said to be twice as fast as existing vacuum cleaning methods, is being introduced by London Transport at its Mortlake garage, and it is planned to install the new system in all L.T.E. bus garages within the next two years.

The device is an air-water lance, and the method of operation is that the metal



The prototype of London Transport's new air-water lance for sweeping out bus interiors is shown in use.

lance is fed by twin or co-axial pipes with compressed air at 150 p.s.i. and water at mains pressure. The lance introduces small quantities of water into the compressed-air blast, so producing a fine mist spray which is sufficiently wet to prevent any dust rising. The hoses are contained in spring-loaded reels.

In operation, the lances are taken through the front windows on the upper and lower decks, and the operators work towards the rear of the vehicle blowing dirt and waste (which can include items like sodden newspapers, cartons and banana skins) on to the platform and so into a container placed near the platform.

By using this equipment, for which a provisional patent has been granted, London Transport hope to be able to service 30 buses an hour through a single refuelling and washing line.

ALBION SALES AND SERVICE IN DUNDEE

AS reported in last week's issue of *The Commercial Motor*, Millburn Motors, Ltd., of Glasgow, have acquired premises at Brown Constable Street, Dundee, and we are informed that complete spares and servicing facilities and sales for Albion vehicles will be available from their new branch from Monday.

Hauliers To Talk About International Transport

A PLEA for recognition of road transport's dominant role in any plans for enlarging international transport facilities is to be discussed at the Road Haulage Association's conference, in Brighton from October 16 to 18. This is one of 11 resolutions which have been tabled. Another resolution suggests regular Ministry of Transport fitness inspections of goods vehicles.

The following are the resolutions, which will be discussed on the mornings of October 17 and 18. Each resolution adopted is considered by the executive committee of the R.H.A., and the national council decides what action is to be taken:—

1. Sliding cab doors for all new commercial vehicles, in the interests of safety.—Metropolitan and South Eastern area; proposer Mr. J. Adcock, seconder Mr. H. C. Redburn.

2. Introduction of Ministry of Transport inspection of all goods vehicles, at stated intervals, in order that they should conform to a high standard of efficiency in all matters affecting road safety.—West Midland area; proposer Mr. G. W. Mousley, seconder Mr. C. Collins.

3. All trunk roads outside built-up areas to be clearways and to have adequate lay-bys.—Devon and Cornwall area; proposer Mr. F. H. Hiscox, seconder Mr. L. G. Vallance.

Waste of Time

4. That the conference "views with concern" the expense incurred and time wasted on levelling and grassing the shoulders when road improvements are carried out. It is suggested that these parts of the road could be better utilized by the provision of lay-bys and the Ministry is requested to recommend to all highway authorities the adoption of this suggestion.—Devon and Cornwall area; proposer Mr. W. J. Duckham, seconder Mr. J. H. Allison.

5. Provision of toilet and telephone facilities at principal lay-bys on main roads.—West Midland area; proposer Mr. W. R. Hill, seconder Mr. G. D. James.

Co-operation on Road Plans

6. That the conference is of the opinion that there is insufficient co-operation between road users and planners and that joint committees representing both users and planning authorities should be established to formulate future road policies.—West Midland area; proposer Mr. A. J. Dale, seconder Mr. A. C. W. Neely.

7. An increase in the maximum gross laden weight for tankers from 24 to 25 tons in order (a) to cater for increased unladen weights arising from more robust vehicle construction and motorway design standards and (b) in the interests of public safety to reduce slack-load operation with tankers.—Bulk Liquids Group; proposer Mr. T. R. Jones, seconder Mr. W. McMillan.

8. A national licensing scheme with uniform benefits for all R.H.A. members.—Metropolitan and South Eastern area; proposer Mr. F. Wheeler, seconder, Mr. J. W. Darvell.

9. Contract A licences issuable for 12 months only. On renewal certified figures of mileages and earnings together with a certificate that the contract has been complied with to be considered by the L.A., vehicles to be permitted to continue operating pending a decision on the renewal application.—West Midland area; proposer Mr. N. Cartwright, seconder Mr. W. R. Hill.

10. Consideration of the formation of an R.H.A. insurance company, in view of continued increases in insurance premiums.—North Western (Eastern) area; proposer Mr. J. Holden, seconder Mr. F. Rudman.

11. To remind the Government that road transport is now the dominant form of goods transport and will become increasingly so, accordingly asking that this consideration be in the forefront of all plans for enlarging transport facilities to deal with the effects of any closer international relationship.—Scottish area; proposer Mr. A. Scott; seconder Mr. C. Nelson-Smith.

Forged Records

A LEYLAND father and son who operate a haulage business were each fined a total of £10 at Preston last week on charges relating to forged records of hours worked for a goods vehicle.

Wallace Barton and his father, James Barton, both of Leyland Lane, pleaded guilty to two charges each.

Prosecuting, Mr. J. E. Fowler said the Bartons employed a driver who wished to become a partner and when the Bartons refused he left their employment and got in touch with the authorities. After inquiries had been made, the Bartons produced forged records.

Glasgow Bus Bodies

GLASGOW Corporation Transport Committee have approved the purchase of 150 bus bodies from Walter Alexander and Co., Ltd., Falkirk, at a cost of £563,325. Earlier the Corporation approved 150 Leyland Atlantean chassis at a cost of £445,350, to take these bodies. The order is subject to confirmation.

The new buses will be introduced to meet the conversion programme which aims at the complete elimination of trams by October, 1962.

ADMITTED TO MEMBERSHIP

THE Coil Spring Federation Research Organization has now been admitted to full membership of the Government's industrial research association scheme under the title of "The Spring Manufacturers' Research Association."

Men in the News

Mr. J. W. Morley, secretary to Lancashire United Transport, Ltd., has been made a director of that company.

Mr. W. M. Powell has been appointed assistant advertising manager of the Goodyear Tyre and Rubber Co., Ltd.

Mr. J. F. B. Cornwell has been appointed principal costs assistant (general), London Transport, with the rank of principal executive assistant.

Mr. W. Davis (London and the South of England) and **Mr. H. Humpston** (Midlands) have been appointed representatives by A. P. Newall and Co., Ltd., Woodside Engineering Works, Glasgow.

Mr. P. B. Ongley has been appointed superintendent (running) in the department of the operating manager (central road services), London Transport, with the grade of principal executive assistant.

Mr. Leslie Graham, general manager of the Venture Bus Co., Consett, Co. Durham, has been presented with a long-service award by the firm. He started with the company 35 years ago as a bus sweeper.

The Earl of Limerick retires tomorrow from the board of Mutual Finance, Ltd., a subsidiary of Mercantile Credit Co., Ltd. Lord Limerick joined the board in 1942 and has been chairman since 1945. **Mr. Percy Livsey** will relinquish the position of managing director and succeed Lord Limerick as chairman. **Mr. W. A. Lovell** is to be appointed general manager.

Mr. H. Arden, director of public cleansing, Westminster City Council, has retired after 40 years in Local Government service. Mr. Arden has twice been president of the Institute of Public Cleansing and has for many years been a member of its council. He was a leading member of the Electric Vehicle Committee of Great Britain which fostered electric vehicle development before the formation of the Electric Vehicle Association 28 years ago. The fleet of 25 electrics used by Mr. Arden for public cleansing work is now some 24 years old.

Forthcoming Events

October 5.—Institution of Municipal Engineers, "Planning for Traffic" Convention, Central Hall, Westminster.
October 5-15.—Paris Motor Show (Cars only).
October 14.—R.H.A. East London sub-area Banquet and Ball, Park Lane Hotel, London.
October 17-18.—Road Haulage Association Conference, Brighton.
October 18-28.—Earls Court Motor Show.
October 24-27.—Royal Dairy Show, Olympia.
October 28-November 8.—Turin Motor Show.
October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.
November 10-18.—Scottish Show, Kelvin Hall, Glasgow.
November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster.

A30

Mr. H. J. Camplin this week relinquished his position as a director of Albion Motors, Ltd., after 51 years' service with the company.

Mr. F. A. Mason, at present assistant general manager and chief engineer of Western Welsh Omnibus Co., Ltd., has been appointed general manager of The Rhondda Transport Co., Ltd., in succession to **Mr. I. L. Gray**, who, as previously announced, has been appointed general manager of Western Welsh Omnibus Co., Ltd. Mr. Mason joined Western Welsh in 1949, as chief engineer, and immediately prior to this he held the appointment of chief engineer of The City of Oxford Motor Services, Ltd. Mr. Mason will take up his new duties on January 1, 1962.

Obituary

WE record with deep regret the deaths of **Mr. G. M. Pettitt**, **Mr. T. Jagger** and **Mr. R. Flack**.

Mr. George Maze Pettitt was manager of the Canterbury branch of Martin Walter, Ltd.

Mr. Tom Jagger, who was 73, was in business in Southport for more than 40 years as a furniture removal and storage contractor.

Mr. Robert Flack, who died in hospital at Bangor, Co. Down, was one of the three members of the Ulster Transport Tribunal. He was 68. He held the degree of Master of Laws at the University of London and had been connected with transport from an early age.

SHEFFIELD'S THREE PLANS

SHEFFIELD may get larger one-man operated buses on "out-of-town" routes, according to Alderman Sidney Dyson, chairman of the city's transport committee.

Alderman Dyson predicted last week that this was one of three major projects which his committee would soon be studying. The others were the reconstruction and reorganization of the Queen's Road depot and the establishment of new routes and services for new housing estates.

Top Appointments at Dagenham

MR. C. THACKER has been appointed deputy chairman of the Ford Motor Co., Ltd., Dagenham. He will also continue as managing director, a position he has held since 1957.

Mr. J. A. Barke has been appointed assistant managing director with responsibility for the operating groups and divisions and for all central staff activities.

Since 1924

Mr. Thacker has been with the company since 1924, and joined the board in 1953. He became assistant managing director in the same year.



Mr. C. Thacker.

Mr. Barke joined the company in 1932 and became chief buyer in 1947. In 1948 he was appointed manager of their Leamington foundry and five years later, on the company's acquisition of Briggs Motor Bodies, Ltd., became director and general manager of that subsidiary. He was appointed director of product divisions in April, 1959, with responsibility for all sales activities in domestic and export markets, and was elected to the board last April.

31 Years' Service

Mr. J. M. A. Smith, assistant managing director since 1953, is resigning on December 31 after 31 years' service. Mr. Smith was appointed company secretary in 1939 and became director of finance and administration in 1951. He was the 1959-60 president of the Society of Motor Manufacturers and Traders.

Ford also announce the following appointments: **Mr. J. E. Read** as general manager, sales divisions, with responsibility for all sales activities covering cars, trucks and spare parts in both domestic and export markets; **Mr. S. T. Rees** as assistant group general manager, body and assembly groups, responsible to the group general manager, **Mr. A. J. Taylor**; and **Mr. S. G. Cross** as group manager, assembly group, in succession to **Mr. S. T. Rees**.

1962
February 22-March 4.—Amsterdam Show.
April 7-8.—National Coach Rally, Blackpool.
April 30-May 5.—F.I.S.I.T.A. Ninth International Automotive Technical Congress, Church House, Westminster.
May 8-18.—Mechanical Handling Exhibition, Earls Court.
May 15-17.—Public Transport Association Conference, Harrogate.
May 29-June 1.—Institute of Transport Congress, Cardiff.
September 21-29.—Commercial Motor Show, Earls Court.
October 17-27.—Earls Court Motor Show.

Following are the provisional dates of Continental shows for 1962: Copenhagen—March 7-11; Geneva—March 15-25; Paris—October 4-14; Turin—October 31-November 11.

Micrograms . . .

New Truck for Hire: George Cohen Sons and Co., Ltd., are now offering the recently introduced Northfield F-7 dump truck for hire.

Start: Glass Bulbs, Ltd., have started production at their factory at Harworth, Yorks, of sealed beam headlights for the motor industry.

Service: Gorrill's, Ltd., Corporation Street, Newcastle upon Tyne, have opened a new tyre service centre—their 11th branch—at Main Street, Distington, Workington, Cumberland.

Branch move: United Dominions Trust, Ltd.'s branch office in Lincoln will be moved to new premises in Thorngate, St. Swithin's Square, next Monday. The telephone number will continue to be Lincoln 23291-3.

Lights: A Bedford Eagle tower wagon will be exhibited by Vauxhall Motors, Ltd., at Scarborough, during the annual conference of the Association of Public Lighting Engineers (October 3-6). The unit is based on the Bedford 7-ft. 6-in.-wheelbase 10/12-cwt. van.

New Plant: A new £500,000 battery container moulding plant was opened last week at the Little Lever, Bolton, factory of United Ebonite and Lorrival, Ltd. Occupying a self-contained building of 40,000 sq. ft., it is equipped with the latest automatic devices for measuring and mixing raw materials and robot trucks to carry the processed material to the moulding presses.

New Exide Service Agents: During the past six months the following new service agents have been appointed by Chloride Batteries, Ltd.: J. B. Calcuth and Co., Ltd., Carwood Street, Greenock; J. and H. Caskie, Jamieson Street, Bowmore, Isle of Islay; Morayshire Tractors, Ltd., Nairn Road, Forres, Morayshire, and L. F. Dove (Paris), Ltd., 127 Tunstall Road, East Croydon.

Danlop Mural: A mural depicting John Boyd Dunlop's contribution to transport has been commissioned for the new Dunlop Memorial Hall to be opened at Dregghorn, Ayrshire, on October 14. The artist is Mr. John Holden of London. Dregghorn is the birth place of John Boyd Dunlop, the Scottish veterinary surgeon who in 1888 invented the first practicable pneumatic tyre.

Scania-Vabis for Swedish Army

THE Swedish Army are now taking delivery of what are said to be the biggest vehicles yet built in that country. These are Scania-Vabis Antbear, six-wheeled, six-wheel-drive vehicles which have been designed for use over the roughest terrain.

Unladen weight of the Antbear is 10 tons and load-capacity for cross-country running is 5 tons. When used on made-up roads, the load can be increased to 8 tons. One of the duties of the vehicle will be to tow a gun weighing either 10 or 12 tons—the size of the gun to be towed will depend on the type of terrain. On made-up roads a trailer with a gross laden weight of 20 tons can be towed. Maximum road speed is between 44 and 47 m.p.h.

A six-cylindered 200 b.h.p. diesel engine is fitted in the Antbear and the three final-drive units are equipped with differential locks. The engine is fitted with cold-starting equipment which enables the engine to be started easily at

Thieves are Getting More Efficient, Warns Mr. O'Reilly

"THIEVES are getting more efficient," said Mr. N. T. O'Reilly, chairman of the Road Haulage Association's vehicles' security committee, at a press conference in London last Monday at which he announced the winners of a competition to find equipment giving the best all-round protection against lorry thieves.

Of more than 40 safety devices tested

which was described fully in *The Commercial Motor* of April 14, 1961—is in two parts. One immobilizes the engine. The other locks all doors.

The action of stopping the engine brings into operation a system which breaks the starting circuit in three places, disconnects the main battery feeds and, where electronic locks are incorporated, locks the stop arm of the fuel pump in the stop position.

The engine can be restarted by using a special key, enabling the starter and the fuel-injection pump to be operated. Any attempt to use the starting equipment in the normal way or to push in the stop arm sets off an alarm which continues to sound until the master key is inserted by the driver.

Giving details of thefts in the Metropolitan area, Mr. O'Reilly said that whilst there were 300 fewer thefts in 1960 compared with 1959, the value of goods stolen last year was much more.

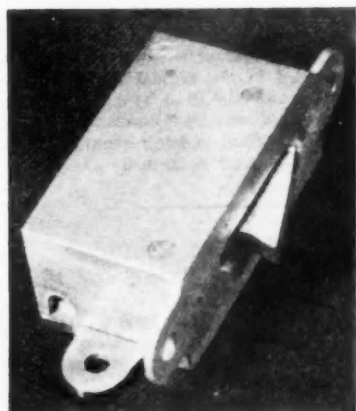
A disturbing feature was that in 1959, £90,000-worth of goods were recovered and there were 310 convictions, while last year only £24,000-worth of goods were recovered and the convictions had dropped to 260. There was reason to believe that the situation was far worse this year.

"The only way we feel we can overcome the apathy of hauliers who have the feeling, 'It's all right Jack, it can happen to you, but not to me,' is to have continual information on matters of security which we hope will prey on their consciences, and lead them to do something about it," he added.

Mainly for Export

EXECUTIVES and clerks from the road transport and other Leicester industries are enrolling for a course on Export Documentation which will take place in Leicester on October 24, 25 and 26.

Organized by Leicester and County Chamber of Commerce, the course is designed for firms engaged or intending to engage in export business and will give them an insight into the production of documents against export orders.



The Malco door lock, which is set electrically. It can withstand more than 1 ton pressure.

by the panel of judges, which included brake, steering and ignition locking systems, the winning entry was that entered by the Patfield Electrical Service of 63a Lyndhurst Way, London, S.E.15. Known as "Malco," the system—

temperatures down to minus 30 degrees C.

Transmission is through a Scania-Vabis synchromesh main gearbox built as a unit with transfer gear box. A 10-ton capacity winch is also fitted. Other features of the Antbear are power steering through a hydraulic servo and an air-operated clutch.

One of the Swedish Army's new Scania-Vabis Antbears—said to be the biggest vehicles yet built in that country.



"Read the Trade Papers," Haulier is Told

THE West Midland Licensing Authority, Mr. J. Else, warned a Stoke-on-Trent haulier, after a breach of his normal user had been disclosed at Hanley last Friday, that he should inform the Authority if there were any future changes in the nature of his business. He advised the operator, Mr. R. L. Llewellyn, that he would gain great assistance regarding haulage if he read some of the trade papers.

Mr. Llewellyn applied for renewal of his A licence for one vehicle with conditions enabling it to carry sand, gravel and coal. He said that until 1956 he had been carrying these commodities, but then the work had ceased. Shortly afterwards he had accepted salt traffic for the Imperial Chemical Industries, Ltd., and

gradually his business had changed until last year 80 per cent. of it had been the carriage of salt.

The vehicle had been stopped by a Licensing Authority officer who, on inspecting the log book, had noticed there was a breach of the conditions and had said the matter must be put right at once. Mr. Llewellyn said he wanted to do this now. The salt traffic had increased so much that now he carried coal and gravel only intermittently.

The Licensing Authority, granting the renewal, said salt would have to be included in the normal user and sand, gravel and coal must be deleted. Nevertheless, these latter commodities could still be carried in small quantities as the vehicle was on A licence.

New Research Tractor

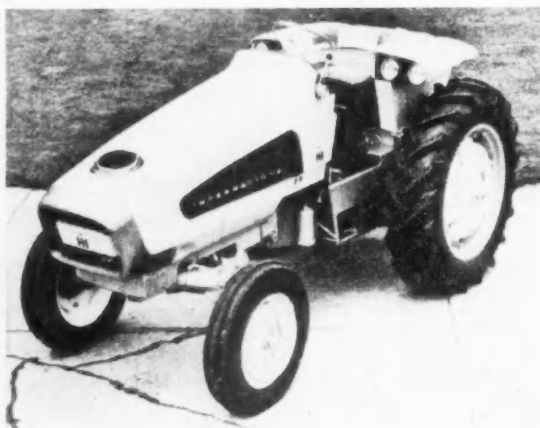
IN its newest research tractor, the American International Harvester Co., Ltd., has coupled a gas turbine to a hydrostatic transmission. It is thought that this may be the first time the combination has ever been tried in a farm and utility tractor.

Called the HT-340, the tractor uses a Titan T62T 80 h.p. single-shaft gas turbine which is a product of the Solar Aircraft Co., International Harvester's San Diego subsidiary. Dimensions of the unit are 21 in. long and less than 13 in. diameter. The weight is only 90 lb. including reduction gearing, compared with 450 lb. for the 40-h.p. piston engine displaced.

Since the transmission was designed to operate with the 40-h.p. piston engine, the HT-340 can use only about half the power output of the turbine. Gearing reduces the speed of the turbine's output shaft to 2,000 r.p.m.

As the turbine runs at a constant speed there is no accelerator pedal, and the gear-change lever and brake and clutch pedals are dispensed with because of the hydrostatic transmission.

Except for steering, the driver has only one control—a transmission lever—to select forward or reverse speeds and to stop.



The new International Harvester research tractor.

A32

Kenex Changes

MR. DAVID C. THORNBY, formerly assistant sales manager of Kenex Coachwork, Ltd., Dover, has been appointed director and general manager of one of the Kenex associated companies. Mr. Jack Gillon will take over the work formerly handled by Mr. Thornby.

Mr. Alfred Pears has been appointed special representative, Commer division, to handle the introduction of the new Kenex/Commer range of conversions.

DAUGHTER BECOMES DIRECTOR

MISS ANNE BRADY, daughter of Mr. H. Brady, managing director of Kirby and Sons (Sales), Ltd., Bedford main dealers at Anston, nr. Sheffield, has been appointed a director of the company.

Miss Brady, who is engaged to be married, has visited countries in Europe, North Africa, the West Indies and the United States on business trips. She has been in charge of all export correspondence for the company.

Orders and Deliveries

BIG ESSO ORDER: Esso Petroleum Co., Ltd., have ordered 25 Leyland Beaver tractive units and 22 Leyland Octopus chassis. All are to have Leyland O.680 diesel engines. The order is worth £200,000.

PALLET TRUCKS FOR NORWAY: Forty Yale and Towne Worksaver pallet trucks worth £25,000 have been ordered by the Fred Olsen Line, Norway. The trucks have been specially designed for use on board ships.

HIGH-CAPACITY BUS ORDER: Ceylon Transport Board has ordered 20 Leyland Tigers, with Leyland 125 b.h.p. vertical diesel engines and semi-automatic gearboxes.

TIPPERS FOR WEST AFRICA: Three A.E.C. Matador four-wheel-drive tippers have been ordered by Auto Recambios Gold's of Las Palmas in the Canary Isles. The vehicles will be employed on off-the-road duties in Spanish West Africa. Edbro-B. and E. twin-ram tipping gear will be fitted.

SHERPAS FOR NATAL: Natal Provincial Authority has ordered two Scammell Sherpa Mark II dump trucks for use on heavy construction projects.

MANDATORS FOR SWITZERLAND: H. Kleiner and Co., A.E.C. distributors in Zurich, have ordered six A.E.C. Mandator chassis of various types for use as tractive units, tippers and platform trucks.

LEEDS ORDER TITANS: Leeds City Transport has ordered 10 Leyland Titan PD3.5 double-decker bus chassis. They will have Leyland O.600 diesel engines and be equipped with fluid couplings, Pneumo-Cyclic gearboxes, and air brakes.

FOR ASSEMBLY IN IRELAND: Commercial Road Vehicles, Ltd., of Dundalk, have ordered 27 A.E.C. Mercury four-wheelers and five Mammoth Major eight-wheelers. The chassis will be shipped to Ireland in C.K.D. form for assembly in the company's own workshops.

CONCRETE CARRIERS: Five Leyland Super Comet 14SC.15R chassis, powered by Leyland O.400 Power-Plus diesels, have been ordered by Penningtons (Kendal), Ltd. Ransome and Rapier concrete agitators will be fitted.

LEOPARDS IN EIRE: Coras Iompair Eireann has placed the first batch of 80 new Leyland Leopard single-decker buses into service. They are fitted with 30-ft.-long, 45-seater, front-entrance bodies built at the company's Inchicore works. An unusual feature is an 84-sq.-ft. open roof luggage rack which supplements a 64-cu.-ft. boot at the rear of the bus. The roof rack is designed for the display of illuminated advertisements on each side.

LARGER TURIN SHOW

THE 43rd International Motor Show, which opens in Turin on October 28, will be larger than ever this year, the open-air stand space having been increased by 3,000 sq. yd., compared with that available last year, the total exhibition area being 45,000 sq. yd.

Altogether 535 exhibitors will be present, and the commercial-vehicle manufacturers represented will number 25, including Austin, Bedford, Commer, Ford, Karrier and Land-Rover.

Hauliers Fined for Carrying Coal Illegally

FINES amounting with costs to over £200 were imposed on several hauliers who were charged at the Hanley (Staffs) magistrate's court last Tuesday with carrying coal from Hemm Heath Colliery, Trentham, to the Buildwas power station, on unlicensed vehicles.

William Evan Dyke, Ketley Town, Wellington, and his brother Frederick Richard Dyke, Council Houses, Moorville, nr. Bridgnorth, pleaded not guilty to 20 charges of carrying coal on two lorries not licensed for the purpose.

Alfred Walters, Bayley Road, Wellington; Samuel Wilkinson, Haywood Avenue, Donnington, nr. Wellington, and Gordon Watson, The Wharfage, Ironbridge, all pleaded not guilty to charges concerning alleged unauthorized transportation of coal to the Buildwas power station, a total of seven vehicles being used by the three men. Wilkinson was also charged with aiding and abetting Watson.

Contract Vehicle Used

A contract A licence for one vehicle was held by Alec Richard Welling, Coshermere Drive, Brooklands Estate, Wellington, who had used this unit for the illegal carriage of coal to the Buildwas power station. He pleaded guilty to two charges against him.

Mr. B. A. McKnight, prosecuting, said that Stephenson Clark, coal factors, had had a contract with the Buildwas power station early in January this year, supplying them with 1,000 tons of coal a week. Seeking for hauliers, they negotiated with William George Allen, Belt Road, Hednesford, and Allen had advertised work for tippers saying that the necessary licences would be provided.

Dykes Answered

The Dyke brothers had answered the advertisement and had been told by Allen that they would be paid 10s. 6d. for every ton of coal carried. At the time the Dyke vehicles were not licensed, but the brothers had been assured that licences would be obtained to cover the work. Walters and Wilkinson had also contacted Allen and had been offered work. One of Wilkinson's lorries had been stopped by a traffic examiner on January 13 and he had informed Allen of this. Over £1,000 of haulage had been performed on the unlicensed vehicles.

Left to Allen

Mr. J. K. Blackshaw, a representative of Stephenson Clark, said that they had had nothing to do with the carriers' licences and had left this to Allen. Mr. H. Clark and Mr. K. J. Burris, traffic examiners in the West Midland traffic area, described interviews with the individual hauliers. Checks on certain vehicles had shown that none of them were licensed to carry coal. Allen had said he had taken no steps to see that

HAULIERS EXAMINE CROSS-CHANNEL LINKS

THE executive committee (on Wednesday) and the national council (yesterday) of the Road Haulage Association this week discussed the question of the building of a Channel Tunnel or a Channel Bridge. The effect that closer ties between Britain and the Continent would have upon hauliers was also discussed, together with the changes that might arise. There was also discussion as to R.H.A. policy towards these matters.

Next Tuesday the international committee is to meet, and on Wednesday the express carriers meet.

the hauliers had the appropriate licences.

Allen pleaded guilty to 81 charges of aiding and abetting the Dyke brothers. Walters and Wilkinson, but it was said on his behalf that when he had advertised he had believed that Stephenson Clark would supply the necessary licences. He was young and inexperienced and had started to sub-contract before his firms' affairs had been properly crystallized.

Allen was fined £75 and costs; the Dyke brothers, £26 6s., including costs; Walters, £12 3s., including costs; Wilkinson, £57 15s., including costs; Watson, £10 3s., including costs; and Welling, £3 2s., including costs.

T.G.W.U. Dues Up

ON Tuesday the Transport and General Workers Union agreed to raise the membership subscription by 3d. per week from the present rates of 1s. for men and 9d. for women. This affects 1,360,000 members and brings them into line with the National Union of General and Municipal Workers.

P.M.T. Open Burslem Headquarters

ENLARGED to almost three times its former size, the Burslem depot of the Potteries Motor Traction Co., Ltd., is to become the focal point of that organization's services in the area. The official opening was performed on Tuesday by Mr. John Else, chairman of the West Midland Traffic Commissioners.

Mr. R. W. Birch, P.M.T. chairman, said the site was characteristic of transport in the area, being on what became known as the Main Route when buses ultimately superseded trams after first feeding them.

Near the opposite end of the city, said Mr. Birch, they looked forward to making an early start on a new bus station and garage, forming part of the corporation's development scheme at Longton, and a few miles farther on they

Tracked Version of Land-Rover Shown

AT a demonstration of specialized Land-Rover conversions held in Warwickshire on Tuesday and Wednesday, a tracked version of this vehicle made its first appearance. The conversion had been carried out by J. A. Cuthbertson, Ltd., Biggar, Scotland—a company well known for its Water Buffalo amphibious vehicle. The conversion consists of four individual triangulated track assemblies, the driving sprockets of which are bolted to the standard Land-Rover axles. The front axle steers in the normal manner (unusual for a tracked vehicle) and has a servo.

Because of its tracks the ground pressure is only about 2 p.s.i., whilst the shape of the track assemblies increases the ground clearance to 21½ in. The conversion costs £650, and because the track components are relatively easy to attach and remove any type of Land-Rover can be converted or brought back to standard.

Another of the many interesting conversions demonstrated was a road-rail vehicle. This had pairs of flanged wheels at front and rear which could be lowered to guide the Land-Rover on rails, oversized rubber tyres carrying the weight of the vehicle and transmitting driving and braking torques. This conversion had been made by Associated Locomotive Equipment, Ltd., Shrub Hill, Worcester.

Illustrations of these two, and other interesting exhibits demonstrated by the Rover Co., Ltd., this week, will be published next week.

Stockport Company is Bought by T.D.G.

THE Transport Development Group has acquired the entire issued share capital of James Clarke and Sons (Haulage), Ltd., Stockport.

Clarke and Sons run local haulage services in the Manchester area and trunk services to Bristol, London and Glasgow. The company has a fleet of 20 vehicles,

planned a new depot and terminal facilities at Cheadle, Staffs.

The original Burslem depot was built 33 years ago by Browns Motor Co. (Tunstall), Ltd., which was taken over by P.M.T. in 1951. For over 30 years the P.M.T. area depot had been located at Goldenhill, but modernization and extension, for which little room existed there, had become necessary.

Reconstruction was undertaken of the front elevation, providing a 65-ft. entrance high enough for double-deck vehicles. The offices that were previously at first floor level in front have been transferred to a new block on the north side of the depot. Extensions have now given a clear area of 255 ft. x 129 ft. in the main building, so providing accommodation for 90 buses.

Adapted Vehicle Delivers Coal Pneumatically

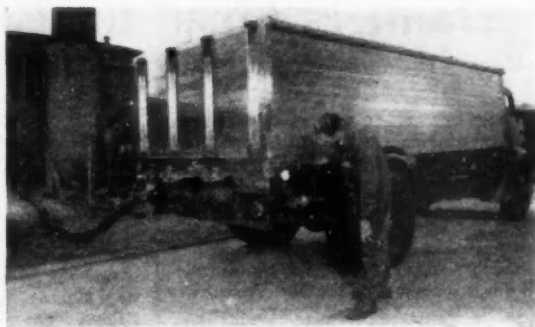
A SMALL coal and anthracite discharging adaptation of their vehicle, the Pneumator, introduced earlier this year for the carriage and pneumatic discharge of grains, was shown by Bonallack and Sons, Ltd., last week, at the Combustion Engineering Association's display of coal and ash handling equipment at Salford, Lancs.

The new version of the Pneumator has a square-shaped, light-aluminium body mounted on a tipping chassis. To discharge by pneumatic means a hose is connected to the back of the vehicle. Adjustment of sliding traps allows the coal to fall into a full-width hopper running beneath the vehicle and thence to a rotary feeder valve.

The rate at which the adapted Pneumator discharges is dependent on the type of coal carried and the distance from the storage point. A fair average rate is upwards of 10 tons per hour for distances up to about 50 ft.

Special internal partitions can be fitted to enable the vehicle to carry three entirely separate loads of fuel at one time. It can also discharge its contents by conventional end-tipping.

The adapted Bonallack Pneumator discharging coal by hose to a factory boiler house.



The version shown at Salford had a capacity of approximately 13 cu. yd., was mounted on a Commer 7-ton, 13-ft. 6-in.-wheelbase, diesel-engined chassis and was equipped with Edbro 4LN tipping gear. Both the body size and the type of chassis can be varied to suit requirements, the capacities ranging from 6 to 15 tons.

Although primarily intended for bulk deliveries to industrial users, the vehicle's ability to deliver solid fuels quickly and cleanly to awkwardly located storage points is thought to be likely to appeal strongly to coal firms delivering to hotels, office blocks, flats, schools, hospitals and large private houses.

Bankrupt Haulier Owed £1,500

A FORMER Newport haulage contractor, Evan Thomas Welsher, of Blaen-y-Pant Crescent, Newport, said last week at Newport bankruptcy court that during the past 12 months he was so worried about the state of his business affairs that he had thought of putting his head in a gas oven.

Welsher admitted liabilities of £1,601 9s. 6d. and assets of £50. His gross deficiency was £1,551 9s. 6d. He told the Official Receiver, Mr. W. Meredith, that his failure as a haulage contractor could be attributed to inexperience, breakdown and accidents to his lorry, and difficulty in obtaining the services of a good driver.

Successful Until . . .

In January, 1960, Welsher said, he bought a tipper lorry for £1,699 on hire-purchase terms, paying a deposit of £350. He obtained a contract to carry filling material from a tip in the Rhondda to Llanwern steelworks, and for four weeks the business was successful.

"When the lorry was involved in an accident, as a result of a brake defect, repairs took five weeks. My total losses during this period came to £180," he said.

Traffic Delays

He said the lorry transferred to the Lydney/Llanwern route, but owing to heavy traffic delays in Chepstow and breakdowns, the business was not paying.

"The hire-purchase company repossessed the lorry in August, 1960, and also an estate car—purchased on terms in May—which was sold by them for £282 17s. 8d.," he said. "When the company obtained judgment against me I filed my petition," he said.

The examination was closed.

Repossessed Vehicles, Ill Health, Cause £4,000 Deficiency

ILL health due to an accident, losses on vehicles repossessed, and heavy maintenance costs were the reasons given for his failure by a haulage contractor at Newport bankruptcy court last week. David Albert Fudge, of Malpas Road, Newport, admitted liabilities of £4,162 0s. 4d., assets of £49 10s., a deficiency of £4,112 10s. 4d.

He said he purchased a lorry on hire-purchase for just over £100 and then started hauling small coal for another man, Mr. R. L. Lewis, against whom a receiving order was made in Gloucester county court, in return for a half share of the profits.

Fudge told the court the venture ended after six weeks and then he obtained sporadic employment hauling furniture and equipment on behalf of an outside caterer.

The lorry was repossessed and in July,

1959, he again joined Lewis in equal partnership to salvage coal from a tip at Cinderford. "After two months the partnership ceased trading and I resumed selling firewood," he said.

"In July I obtained a contract for hauling coal from south Wales to southern England. I bought another lorry for over £1,300. The work was profitable and my gross earnings approximately £50 a week," he said.

Vehicle Overturned

He later acquired another lorry costing over £1,000 and in August purchased a car for £425. Both were hire-purchase transactions.

When repairs became necessary to the coal-carrying lorry he asked the company to take it back. He overturned the second vehicle, which was in a garage for a month. The examination was closed.

Büssing Turnover Up 25 per cent.

THE West German goods vehicle and motor bus producers, Büssing Automobilwerke AG, of Brunswick, announce that they anticipate an increase of 25 per cent. in turnover for the financial year ending September 30. Total sales, of which between 18 and 20 per cent. are exports, are expected to be in the region of £20 million for the year.

Büssing, it is further announced, plans to increase its share in the West German

commercial vehicle market from eight per cent. to 10 per cent. Bus production capacity is considered sufficient, but more production capacity is required in the field of heavy goods vehicles, an increase to be brought about by the moving of the main works to a new site in Brunswick.

The Government of Lower Saxony has invited Büssing to bid for the Osterholz-Scharmbeck goods vehicle plant of the Borgward firm.

NEW WASHING FACILITIES

NEW filling and washing facilities now being constructed for Crosville Motor Services, Ltd.'s, Mold Road depot at Wrexham will eventually handle up to 100 vehicles a day, both single- and double-deckers. A new approach road is being built at the depot capable of taking two lines of vehicles and leading to the filling point where they will be serviced with Derv and lubricating oil.

Armoured Cars v. Pay Bandits

VEHICLES differing completely from the type usually used on security runs will be employed for a new service which has been started in Grays, Essex, to beat the payroll and snatch gangs. They are ex-W.D. armoured cars and are said to be virtually impregnable.

Behind the venture is Grays' oldest taxi and car hire firm, and already Essex and Kent police have shown considerable interest in the scheme.

Mr. Frank Williams, managing director of the firm, thought of the idea after seeing a model of an armoured vehicle. After prolonged negotiations he obtained some similar vehicles from the Ministry of Supply.

"When we bought the vehicles," he explained, "they were useless for our needs because they had open tops. On the other hand, the basic shells were immensely strong, some of the armour plate being up to an inch and a quarter thick, and we decided to match this strength with a specially built top of equal strength."

The converted ex-W.D. armoured car.

Now, in completed form, the vehicles weigh 3½ tons and are completely secure against attack. There is no glass to be broken and the vehicles can be driven on twin periscopes mounted in the roof.

If attack should come, then the vehicle—named the "Paladin" by its makers—holds a number of surprises for the marauders. To minimize for the occupants the effect of battering by other vehicles the entire driving compartment is lined with foam rubber up to 4 in. thick.

Safe-breaking

Even if attackers did gain entry, they would have to break into a steel safe secured by a combination lock to get at valuables carried.

At the first hint of trouble prearranged counter-measures come into operation. Sprays saturate all money carried with indelible dye and other secret devices make things unpleasant for any attackers.

For several weeks now a prototype Paladin has been on trial in Essex and during demonstration has met with considerable approval, not only from the police but from industrialists anxious to safeguard their payrolls.

The Paladin bears the new service's crest and motto—"Noli obtundere tentare," meaning "Don't bother to try."

Applicants Under "Moral Obligation" to Help

SIX armoured cars, out of a total of 10 vehicles applied for, were granted to Security Services (Scotland), Ltd., by the Scottish Licensing Authority, Mr. W. F. Quin, at Glasgow last week, after the applicants and objectors (Security Express, Ltd.) had been given an opportunity of discussing the application with Mr. Quin.

For Security Services, Mr. H. Jackson Lipkin said that the application was for a B licence for 10 vehicles to carry cash and valuables within a 50-mile radius of Glasgow. His clients had originally applied for four vehicles in Glasgow and six in Edinburgh. They had subsequently withdrawn the Edinburgh application and instead had increased the Glasgow application to 10.

Dealing with the objection, he pointed out that Security Express were granted three vehicles in December last year; they had since added further vehicles and, in fact, had an application in for

Mr. Quin then suggested that it might be helpful if both sides had a conversation to see if they could reach any agreement, and granted an adjournment.

On resuming, Mr. Lipkin told Mr. Quin that the objectors agreed that six was the proper number of vehicles required, and they would not object to that number being granted.

Granting the application as amended, Mr. Quin remarked that he "might" have granted six himself.

Alloy Containers For Road-Rail Work

A BRITISH RAILWAYS idea for the speedier road-rail bulk transport of flour is now being pushed forward by a Hull company—George Clark and Sons (Hull), Ltd., a member of the Newman Hender Group—who are fabricating six 16-ft. long magnesium-alloy vessels, 7 ft. in diameter, for Duramin Engineering Co., Ltd., the main contractors.

The tanks are being fitted to transportable tables designed for speedy transfer by overhead cranes from road to rail vehicles and vice versa. British Railways have already tested a prototype and the six tanks which Clarks are now fabricating will permit full-scale trials to be carried out.

Municipal Contracts

Middlesbrough Corporation have now placed an order with Daimler, Ltd., for the supply of 10 Fierline chassis fitted with Gardner 6LX engines, at a cost of £3,074 each.

British Railways Scottish Region have placed a contract with Convexcar Fork Trucks, Ltd., of Warrington, for the provision of six battery-operated tractors for use at Stithill Goods Terminal.

Barnsley Corporation are recommended to accept the tender of H. B. Raylor and Co., Ltd., of Rotherham, amounting to £1,150, for the supply of three 15-cwt. Brentford Dumpers, required for use at the sewage works.

Penrith U.D.C. are recommended to accept a quotation of Hanson's Garage, for the supply of a new chassis for the council's gully emptier vehicle, the old gully emptier chassis and the surveyor's car to be taken in part exchange.

Walsall Corporation Transport Committee recommended that approval be given to the rebuilding of four bus bodies at a price of £1,049 per bus, and that approval be also given to the purchase of a Leyland Lowlander bus chassis at a cost of £3,075.

Croydon Corporation Transport Committee have recommended the purchase of an Austin A35 van to replace a Morris 5-cwt. van at a cost of £361; and for the purchase of an Aveling-Barford 3-cu.-yd. Shuttle Dumper with Fordson diesel engine and tipping gear, to replace a Morrill 2½-cu.-yd. dumper, at a cost of £1,502.

Bedford Corporation Housing Committee recommended approval to the purchase from David Robinson, Ltd., of one new Austin 10-12-cwt. delivery van with sliding cab doors at a cost of £513 8s.; and one new Austin 10-12-cwt. pick-up truck at a cost of £498 2s. for the use of the housing department. The Public Health Committee recommended the purchase from the Low Loader Trailer Co., Ltd., of a salvage trailer at a cost of £215, less discount.



four vehicles which had not yet come to a hearing. Despite this, they had objected to the present application on grounds that any grant would be in excess of requirements.

"My only comment is that quite obviously they cannot cope with their own customers," added Mr. Lipkin.

The reason for the application, he stated, was the crime wave which was prevalent all over the country. There was a general trend towards the snatching of payrolls, and what was significant was the lengths to which organized gangs were going to steal small payrolls. Whilst he could not speak for Scotland, there were some 30 organized gangs in the South who resorted to such methods as ramming cars as well as coshing.

People all over the country were turning to organizations like the applicant's, and there was a "moral obligation" on firms who were offering security to help, where the public needed help.

Mr. K. D. Erskine, managing director and chairman of the Security group of companies, told Mr. Quin of the long delay in delivery of suitable armoured cars. They contained a number of security devices.

Livestock Artic was 5 ft. too Long

A CASE which Mr. F. J. McHugh, defending, said was of some concern to road hauliers all over the country, came before South Lonsdale magistrates at Lancaster last week when Fellside Transport, Ltd., of Croft House, Lazonby, near Penrith, contested a summons alleging that they used "a heavy motor car and trailer, namely an articulated vehicle, over 35 ft. in length" at Ellet, near Lancaster, on May 15 this year.

Mr. G. E. Hallam, prosecuting, said the vehicle was a six-wheeled articulated three-deck cattle transporter and it was conveying a load of 97 sheep and five cows. This, he said, was not a full load. The excess length was 5 ft. (40 ft. overall).

The Construction and Use Regulations, said Mr. Hallam, provided that an articu-

lated vehicle should not exceed 35 ft. in length, but there was an exception which only applied to an articulated vehicle which was constructed and built and normally used for the conveyance of indivisible loads of exceptional length. In this case, he contended that the exception did not apply because it was not an indivisible load and that this particular vehicle was normally used for the transport of livestock.

Not Disputed

Mr. McHugh did not dispute the facts, but on the question of law he contended that the owners of the vehicle were entitled to claim the exception because the livestock were in a box type container which was fastened to the flat of the trailer that formed part of the articu-

lated vehicle, and was superimposed on it. He submitted that this formed part of the vehicle.

The magistrate's clerk said he would advise the bench that the sole point they would have to decide was whether the load on the vehicle was livestock or whether it was the box container.

The Court found the case proved. Fellside Transport were fined £5, plus costs, and the driver of the vehicle was fined £1 for driving an articulated vehicle which was over 35 ft. in length.

Haulier Received Stolen Lorry

A CHORLEY haulage contractor was fined £50 at Preston last week when he admitted receiving a £1,963 lorry knowing it was stolen. He was James McCullagh, of Millfield Road, Chorley.

Prosecuting, Mr. J. A. Morgan said accused told detectives he gave another man £300 for the 7-ton lorry in a back street near Preston Dock. McCullagh had admitted he knew then that the lorry still belonged to a hire-purchase company. A sum of £1,260 was owed.

Defendant had said he covered over the original number plates and painted the vehicle green. Later, he went to Liverpool and sold it for £300. There the lorry was again given different number plates and repainted maroon.

McCullagh was told: "This is your first offence. If it had not been so, you would have been dealt with far more severely."



A general view of the new factory and offices of Avdel, Ltd., in Welwyn Garden City, Herts. Production area is 76,000 sq. ft. whilst floor area of the two-storey office block is 16,000 sq. ft. The name of the concern was changed from Aviation Developments, Ltd., to Avdel, Ltd., in May this year because a large proportion of the industrial fasteners made are now used outside the aircraft industry. The main products are Chobert rivets (for high speed blind riveting) and Huckbolts, high strength fasteners.

New Transport Companies

Cheetham's Transport (Services), Ltd. Cap. £500. Dirs.: T. Bracegirdle, 30 Clevedon Avenue, Urmston, Lancs.; C. K. Johnson, 8 Fairfield Avenue, Droylesden; O. Cheetham. Sec.: C. K. Johnson. Reg. office: Snip Depot, Audenshaw, Manchester.

Mayer Brothers (Camberwell), Ltd. Cap. £100. Dirs.: R. T. Mayer, Mrs. W. Mayer and W. Mayer, 273 Milkwood Road, London, S.E.24. Sec.: S. Hart. Reg. office: 318 Blucher Road, London, S.E.5.

Burnholme Contracts, Ltd. Cap. £100. Dirs.: W. R. Sharp, 6 Brunswick Square, Penrith; T. H. Dixon, 37 Carleton Drive, Penrith. Reg. office: 6 Brunswick Square, Penrith.

Kingdom's Tours, Ltd. Cap. £15,000. Dirs.: R. D. Kingdom, Westfield, Westex, South Tiverton; D. S. Kingdom, 52 Westex, South Tiverton; R. V. Kingdom, A. W. J. Kingdom and M. R. Kingdom. Sec.: D. S. Kingdom. Reg. office: Westfield, Exeter Road, Tiverton, Devon.

B. J. Waters (Transport), Ltd. Cap. £2,000. Dirs.: B. J. Waters and J. L. Waters, Arley, Station Road, Darley Dale, Derbys. Sec.: J. T. Waters. Reg. office: Bridge Garage, South Darley, Matlock, Derbys.

W. B. Birkett and Sons, Ltd. Cap. £5,000. Dirs.: W. B. Birkett and I. A. Birkett, 38 Westbury Street, Derby. Sec.: I. A. Birkett. Reg. office: 38 Westbury Street, Derby.

A. H. Dowden and Son Transport, Ltd. Cap. £1,000. Dirs.: A. H. Dowden and D. Dowden, 86 Coston Lane, Greenford, Middx.; M. H. Dowden, 32 Beaconfield Road, London, W.4. Sec.: E. Barham. Reg. office: 77-9 Kings Street, London, W.6.

A. and W. Morris (Haulage Contractors), Ltd. Cap. £1,000. Dirs.: W. Morris and G. Morris, 78 Lessingham Avenue, Wigan; A. Morris, 242 Scholes, Wigan. Sec.: W. Morris. Reg. office: 78 Lessingham Avenue, Wigan.

H. I. Dunkley, Ltd. Cap. £10,000. Dirs.: H. I. Dunkley and C. Dunkley, Old Brick Field House, Station Road, Southwater, Sussex; N. L. Dunkley. Reg. office: Old Brick Field House, Station Road, Southwater, Sussex.

Rossendale Storage and Motor Company (Salford), Ltd. Cap. £100. Dirs.: E. L. Silverstone, 10 Wheatley Street, London, W.1; W. Holden, 422 Bury Road, Rawtenstall. Sec.: W. Holden. Reg. office: Windsor Mill, Lissadel Street, Pendleton, Salford.

Grovebury Commercial, Ltd. Cap. £10,000. Dirs.: H. G. Brown (Mr.), "Sandhills," Stanbridge Road Terrace, Leighton Buzzard, Beds.; M. W. Brown, Kinas Farm, Stanbridge Road, Leighton Buzzard, Beds.; A. E. H. Dawson and H. G. P. Brown. Sec.: H. G. Huffard. Reg. office: 26 Cauldwell Street, Bedford.

Challis and Benson (Freight), Ltd. Cap. £100. Dirs.: C. H. Challis, 39 Ormond Crescent, Hampton, Middx.; G. Marks, 74 Friern Watch Avenue, London, N.12. Sec.: G. Marks. Reg. office: C.C.F. House, Conway Street, Finsbury Square, London, W.1.

Haul Roads Transport, Ltd. Cap. £100. Dirs.: R. B. Sturrock, 5 Sowrey Avenue, Rainham, Essex; P. N. Cox, 24 Elmfield Road, Chingford, Essex. Reg. office: 376 Ilford Lane, Ilford, Essex.

Lunnon's Transport, Ltd. Cap. £2,000. Dirs.: E. D. Lunnon and S. E. Lunnon, Wissenden Lodge, Bethesda, Kent; D. W. Lunnon, 459 Loose Road, Maidstone. Sec.: S. E. Lunnon. Reg. office: 26 Tulton Street, Ashford, Kent.

Cranham Transport, Ltd. Cap. £100. Dirs.: T. Barden and A. Barden, 92 Inarebourne Gardens, Uppminster; L. Barden and S. J. Barden, 11 Fairview Avenue, Hulton. Sec.: V. M. Tehel. Reg. office: 161 Strand, London, W.C.2.

E. Bright, Ltd. Cap. £100. Dirs.: E. Bright and G. S. Bright, 118 Grove Green Road, London, E.11. Sec.: E. Bright. Reg. office: 118 Grove Green Road, London, E.11.

H. Horner and Sons, Ltd. Cap. £20,000. Dirs.: H. Horner, 209 Church Street, Wallasey, Cheshire; B. Horner, 59 Heysville Road, Bebbington; W. Horner, 24 Hathercroft Avenue, Bebbington; Cheshire; R. Horner and E. E. Horner. Sec.: W. Horner. Reg. office: 24 Hathercroft Avenue, Bebbington, Cheshire.

J. Garner and Bros., Ltd. Cap. £1,000. Dirs.: J. Garner and T. Garner, 10 Lugsdale Road, Widnes, Lancs.; J. Garner, 19 Chatham Street, Widnes. Sec.: R. Doran. Reg. office: 10 Lugsdale Road, Widnes, Lancs.

Trackgrand Haulage, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

William Roberts (Haulage), Ltd. Cap. £1,000. Dirs.: W. Roberts and A. S. Roberts, 277 Washway Road, Bury; M. W. Roberts, 7 Kelwood Avenue, Bury. Sec.: W. Roberts. Reg. office: 11 Whitehouse Street, Bury, Lancs.

Gales Coaches (Haslemere), Ltd. Cap. £2,000. Dirs.: R. E. Gale and M. Gale, Birch View, Marlescombe Road, Camelsdale, Haslemere, Surrey. Sec.: M. Gale. Reg. office: Spring Farm Road, Camelsdale, Haslemere, Surrey.

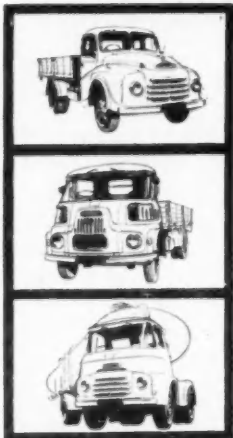
E. M. Cornell, Ltd. Cap. £1,000. Dirs.: E. M. Cornell and R. M. Cornell, 41 Lennard Road, Bromley, Kent; F. E. Cornell.

P. Corcoran, Ltd. Cap. £100. Dirs.: P. Corcoran, "Hollies," Broadway, Lupset, near Wakefield, Yorks.; M. Walker, Belle Vue House, Nab Lane, Birstall, near Leeds, Yorks. Sec.: P. Corcoran. Reg. office: "Hollies," Broadway, Lupset, near Wakefield, Yorks.

Advantrip, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

Charles Johnsons Transport, Ltd. Cap. £15,000. Dirs.: C. Johnson, 2 Marvon Mews, London, N.W.5; A. D. Haines, 6 Bracknell Gate, Finsbury Lane, London, N.W.3. Sec.: A. D. Haines. Reg. office: 1 Russell Street, Covent Garden, London, W.C.2.

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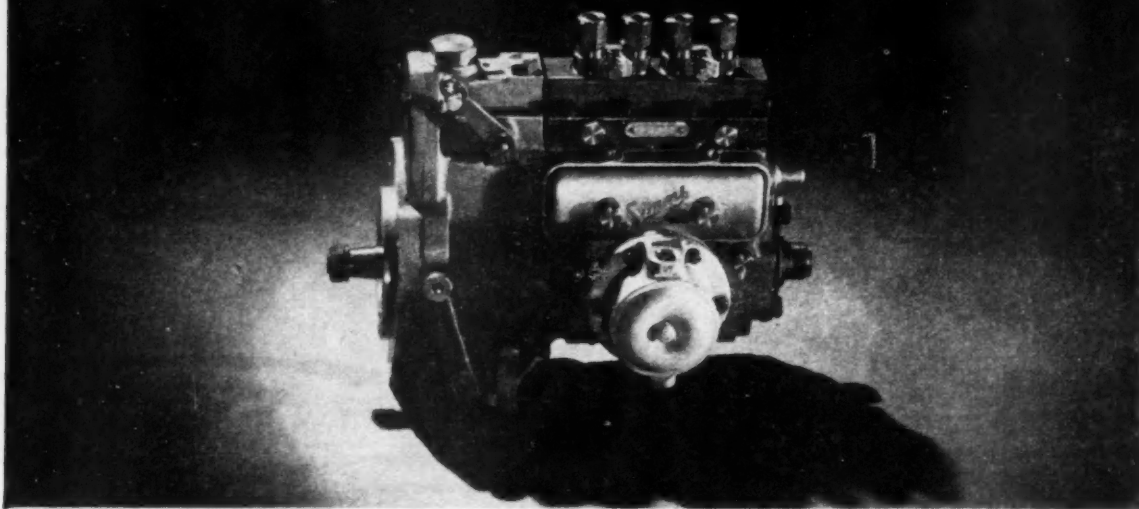
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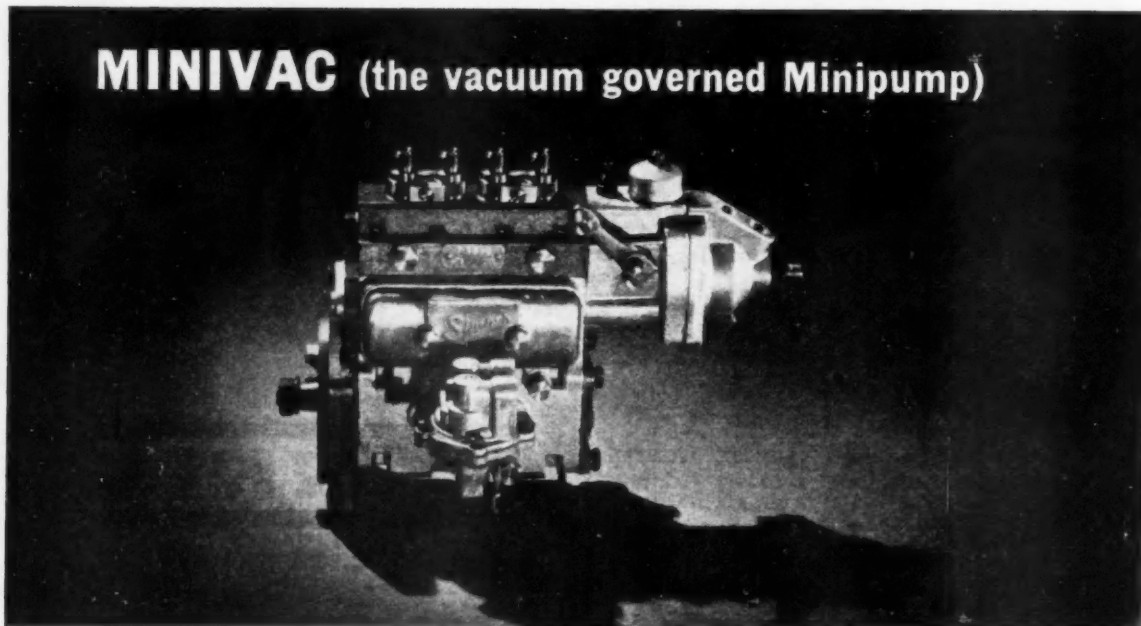
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Express Dairy Driver of the Year

By A. J. Wilding

FOR the second year running, Mr. R. Keech is the Express Dairy Company Driver of the Year, and Mr. J. Hudson the runner-up. This was decided last Sunday, at the company's Victoria Road, Ruislip, depot, where the finals of the competition were held. The 25 drivers taking part were the winners of local rounds at depots throughout the country during the past year.

In all, some 2,500 Express Dairy and subsidiary company drivers had competed in the rounds and those in the final showed a very high standard of driving. Four of the drivers had been successful in the eliminating rounds of the National Lorry Driver of the Year competition. These were F. Battle and R. Harrington, who won their classes in the Croydon round, and F. Hattam and R. Keech who, besides winning their classes, were also named outright winners at Croydon and Southend respectively.

Four Tests

There were four separate tests to decide the winner, each driver using one of two virtually identical vehicles—Morris or Austin 7-ton forward-control covered platform trucks. The first test involved driving forward into an opening, the width being set by each driver, and then reversing into a bay about 50 ft. behind and offset some 35 ft. to the left.

Kerbside parking into a space one-and-a-half times the length of the vehicle was the second test, while on the third, the driver went forward into one bay, reversed through a relatively narrow gap into a second bay adjoining it on the right, and up to a wall. The vehicle then had to be driven forward past the gap and reversed through it again to a wall re-erected at the starting line.

The fourth test consisted of three sets of parallel lines painted on the ground. The vehicle had to be driven forward so that the offside wheels were between the first pair of lines—on the right—reversed to place the same wheels between the second pair, which were at a slight angle,



(Above) A view of the third test with R. Harrington, who was a class winner at the Croydon round of the National Lorry Driver competition, making his first reverse through the gap between the bays. (Left) Express Dairy Company Driver of the Year for the second year running, R. Keech, who was outright winner of the Southend round of the National competition.



and finally driven forward to get the near-side wheels between the third pair of lines, located to the left of and parallel to the first pair.

Well Laid Out

All four tests were well laid out and arranged to test the drivers' ability to the maximum. The last two tests appeared to give the most trouble.

There can be no doubt of the value of competitions of this type—whether they are between drivers of many different firms, such as with the Lorry Driver of the Year, or between drivers of one com-

pany, as with the Express Dairy competition. Main advantages are in the encouragement of drivers' interest in their vehicles and good and safe driving.

According to Mr. R. Harvey, director-transport of Express Dairy, the reduction of accidents in the five years his company have been running their own competition, has resulted in insurance premiums being reduced to such a degree that the cost for 2,500 vehicles is less than it was for 600 vehicles 15 years ago.

Well Repaid

This means that the company is well repaid for the expense of running the competition, apart from the added benefits of excellent personnel relations.

Results

1. R. Keech (Harrow Road), 208.
2. J. Hudson (Sheffield), 343.
3. L. Craig (Appleby), 382.
4. S. Howes (Supermarkets), 389.
5. E. Warner (Central Stores), 419.
6. W. Lumley (Leyburn), 457.

New Small Automatic Transmission Introduced

ANNOUNCED today is a new Borg-Warner fully automatic transmission developed for use with 1½-litre engines. The new unit will be exhibited by Borg-Warner, Ltd., at the forthcoming London Motor Show, which opens on October 18.

The transmission is known as the model 35 and consists of two main components: a hydraulic torque converter and a hydraulically operated automatic gearbox. The torque converter multiplies the gear ratios at an infinitely variable rate between 2 to 1 and 1 to 1, and is available in different diameters to match the torque characteristics of various engines.

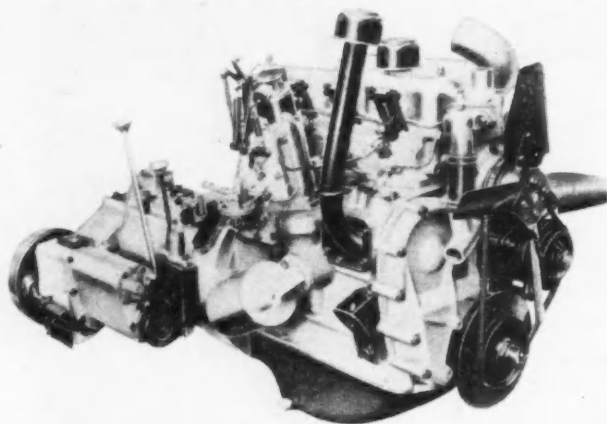
The gearbox section incorporates an

epicyclic gear set providing three forward ratios—2.39, 1.45 and 1 to 1—and a reverse ratio of 2.09 to 1. These ratios are obtained by engaging hydraulically operated multi-disc clutches and brake bands, and the torque converter and gearbox section share a common fluid supply.

Control of the gearbox is given by a selector which, in addition to the normal automatic drive position provides park, reverse, neutral and lock-up. The starting control is operative only in park and neutral. With lock-up in use the vehicle remains in first gear, and if this position is selected at speeds up to 20 m.p.h. an immediate change-down to first gear

occurs: at speeds above 20 m.p.h. second is engaged. Down changes from third to second or first occur in the normal way automatically with decreasing vehicle speed, but to obtain maximum acceleration full depression of the accelerator pedal produces a "kick-down" effect. Top gear can, however, be held at vehicle speed down to about 10 m.p.h.

Details of the size and weight of the Borg-Warner model 35 transmission have not been released yet, but the makers claim that the weight penalty often associated with automatic transmission has been wholly eliminated by the extensive use of light alloys.



Features of the Rover 2½-litre diesel engine include an increase in bore size from 3½ in. to 3⅞ in., and the use of pimples in the Ricardo Mk. 5 combustion chamber.

SUPERSEDING the company's 2-litre oil engine for application to all types of Land-Rover, a new 2½-litre diesel engine was announced on Wednesday by the Rover Co., Ltd., Solihull, Warwickshire, which has an output of 62 b.h.p. at 4,000 r.p.m., compared with 51.2 b.h.p. at 3,500 r.p.m., produced by the smaller engine. Whereas the maximum torque output of the 2-litre engine is 87 lb.-ft. at about 2,500 r.p.m., the new unit develops 103 lb.-ft. at 1,800 r.p.m., corresponding b.m.e.p.s being 104 p.s.i. and 111 p.s.i., respectively.

The larger engine has an improved specific fuel consumption at higher speeds, and its "falling-torque" curve gives a torque back-up characteristic on the road which is favourable to the performance of the vehicle in all the gears. Cylinder block, crankshaft and many smaller components are identical to those of the 2½-litre petrol engine.

While the new engine provides a minimum full-load specific fuel consumption slightly in excess of the consumption of the 2-litre unit, it shows to advantage at speeds above 2,500 r.p.m. At the most economical speed of about 1,800 r.p.m., the 2-litre unit yields a consumption of approximately 0.438 lb. per b.h.p.-hr. and the consumption of the 2½-litre engine is around 0.447 lb. per b.h.p.-hr. With an increase in speed to 3,500 r.p.m., however, consumptions are 0.515 lb. per b.h.p.-hr. and 0.47 lb. per b.h.p.-hr., respectively. Above 45 m.p.h. the consumptions of the two engines, fitted to the same model, are practically identical.

Capacity Increase

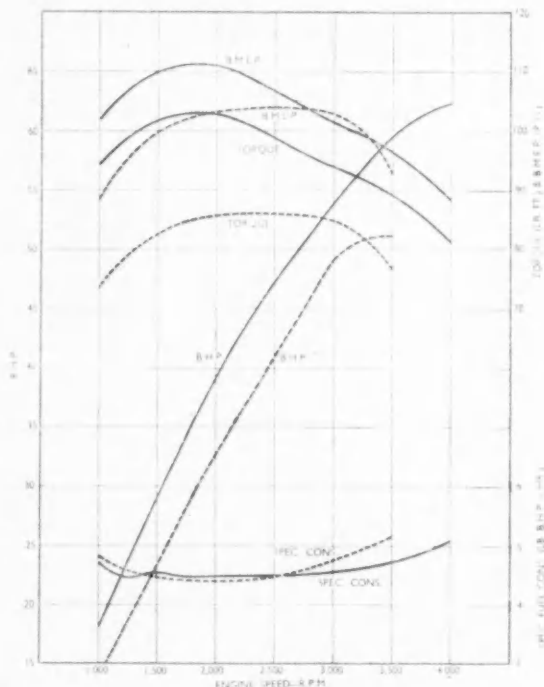
The increase in capacity has been obtained by enlarging the bore of the 2-litre unit from 3½ in. to 3⅞ in., the 3½-in. stroke of the engine being unchanged. Integral cylinder bores are now employed in place of wet-type liners, and it is claimed that this modification has improved bore life by the virtual elimination of distortion. In acceleration-and-overrun cycling tests in the laboratory involving wide variations of water temperature, the bore wear of the 2½-litre engine after a period of running equivalent to 30,000 miles was comparable to the wear of the 2-litre engine after 15,000 miles.

Crankshaft of the 2½-litre unit has a crank-pin diameter of 2⅞ in. in place of an original diameter of 2½ in., the journal diameter being unchanged. Additional shaft stiffness has been obtained by increasing the fillet radii from 0.1 in. to 0.14 in. Copper-lead shell-type bearings are employed, of Glacier or Vandervell manufacture.

In later versions of the 2-litre engine "pimples" were incorporated in the Ricardo Mk. 5 swirl-type precombustion

Larger Land-Rover Diesel Engine

New 2½-litre Diesel Engine Announced For Land-Rover Models Has Greater Power Output and Improved Specific Fuel Consumption Over Earlier Power Unit



Performance curves of the 2-litre and 2½-litre engines show that the specific fuel consumption of the larger engine (solid lines) shows to advantage above a speed of 2,500 r.p.m. and that maximum torque is obtained at a lower r.p.m. The falling torque curve gives improved performance on the road.

tion chamber to improve combustion characteristics, and it is noteworthy that this interesting practice has been applied to the new engine in modified form. It is claimed that this feature aids mixing of the air with the fuel and that it reduces combustion noise by cutting down the delay period. Reducing delay permits the timing to be retarded without loss of efficiency or output.

The pimples are in line with the axis of the injector opposite the throat of the chamber, the modified type being of shallow cylindrical form. This arrangement gives improved heat transfer compared with a larger number of

tapered pimples fitted to the combustion chamber of the 2-litre engine. Because of their high temperature, the tips of the pimples act as igniters for each new charge.

Easier starting at very low temperatures is also provided by the pimples, tests having been made with temperatures of minus 20° C. to minus 30° C. Practically instant starting is obtainable at the higher temperature at a mean cranking speed of 100 r.p.m. after a 10-second glow-plug period, and at minus 30° C. delay is increased by only 2 seconds. In both cases starting is achieved without breaks in the firing order.

A speed-sensitive automatic advance mechanism, covering a range of 10° of crankshaft rotation, is now a standard feature of the C.A.V. distributor-type pump fitted to the engine. It is claimed that engine operation is relatively insensitive to variations in cetane number.

Pistons having modified crown shapes give an increase in compression ratio from 22½ to 1 to 23 to 1, the crown being of V-trough form. Matched to the characteristics of the pimples combustion chamber, the crown provides a "less critical" nozzle performance.

Freedom from injection-pipe scaling is afforded by the use of pipes comprising three Bundy wrapped tubes, surfaced with copper, which forms the bore of the pipes. Internal diameter of the pipes is 2 mm., whilst the outside diameter is 6 mm. Injection-pump plunger diameter has been increased from 6 mm. to 6.5 mm. Other features that give increased engine life include exhaust valves of EN54 steel having Stellite stem tips and Brimochrome seats. Modifications to the valve gear include the use of a one-piece rocker shaft.

Increases in b.m.e.p. and torque outputs are partly attributed to the use of a tuned inlet manifold of the end-feed type. In extensive laboratory tests, an experimental manifold was equipped with a piston at the end of the gallery to study the effect of changes in "overhang," and flexible rubber pipes were used for connections between the gallery and the engine. Changes were also made in the length of hose between the air cleaner and manifold, and tests were repeated with many permutations of gallery bore diameter, pipe size and so on.

Development work also included experiments in co-operation with George Angus and Co., Ltd., with oil seals for the flywheel end of the engine. As a result of these experiments a seal was produced for both diesel and petrol engines, which is completely effective under arduous operating conditions and can cater for slopes up to 30° severity. The seal is of the single-split, single-lip, garter-spring type and is resistant to overheating when the engine is being run-in.

Detailed features include the use of a sump with a stiffened flange and of a flywheel giving an increase in inertia of 8 per cent. A big-bore air cleaner, a radiator of greater capacity and a larger cooling fan are now employed, location of the fan being approximately on the centre line of the radiator. The water pump has been transferred to a higher level on the cylinder block and one of the batteries has been removed from its normal place behind the radiator to a space under the seat.

The original Lucas C.45-type generator has been replaced by a C.40 type of the same output which affords a saving in weight and reduces space requirements.

Boden Build a 50-footer

A TANDEM-AXLE semi-trailer with a deck length of 50 ft. has recently been completed by Boden Trailers, Ltd., Oldham, Lancs. The trailer was built to the special order of Ridings, Ltd., 60 Queen Street, Hulme, Manchester, who will be using it for carrying fabricated steel sections in long continuous lengths. Hitherto these fabrications had been carried on bolsters, with a separate bogie at the tail of the load. It had been found,

however, that this method sometimes caused damage to the load, therefore a continuous deck of 50 ft. was felt to be the only method of ensuring safe delivery.

The semi-trailer is unusual for one of this size in having no stringers or tie bars beneath the main frame section, and the length of the trailer accentuates this lack of under-framing. The main side members are ¾-in.-thick high-tensile-steel pressings with flush, gusseted joints. The maximum depth is 15 in., and the flanges are 3½ in. wide. These channel fabrications are stiffened by angle irons welded to the insides of the top and bottom flanges to form, in effect, a large C-section

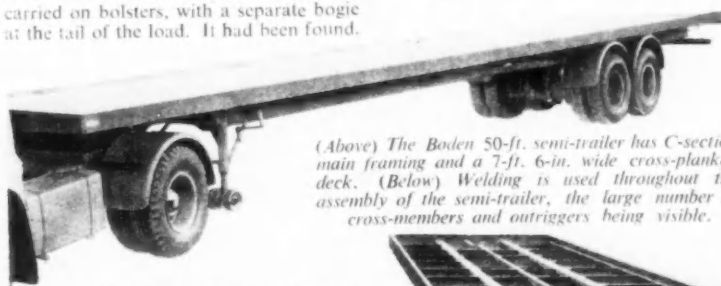
frame. The angles are 3 in. by 2 in. by ½ in., and those under the top flanges run the full length of the frame; the bottom angles extend from just behind the support legs to behind the bogie mountings.

The semi-trailer is designed for operation at a gross train weight of 24 tons behind a Foden heavy-duty tractive unit. It is equipped with 10.00-20 (16-ply) tyres,

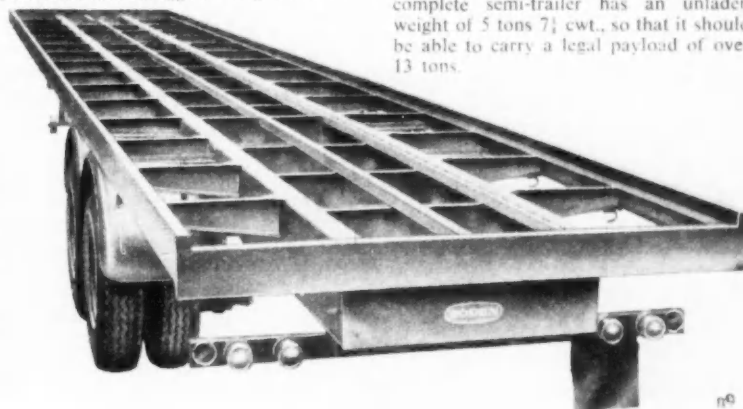
and the Girling two-leading-shoe cam-actuated brakes are operated through a two-line air-pressure system. The brakes are 15½-in.-diameter units and the linings are 6 in. wide.

The 50-footer has a Hendrickson rubber-sprung bogie, which offers several advantages over steel-sprung bogies, including low variation between laden and unladen deck heights, lack of need for lubrication and, because of the layout of walking beams and radius arms, reduced tendency for wheel hop to occur when braking.

The overall width is 7 ft. 6 in., and the semi-trailer has pressed-steel rave rails and a cross-timbered deck made with softwood planking. An S.A.E./S.M.M.T. fifth-wheel king-pin is fitted, and Boden vertical-screw landing gear is used. The complete semi-trailer has an unladen weight of 5 tons 7½ cwt., so that it should be able to carry a legal payload of over 13 tons.



(Above) The Boden 50-ft. semi-trailer has C-section main framing and a 7-ft. 6-in. wide cross-planked deck. (Below) Welding is used throughout the assembly of the semi-trailer, the large number of cross-members and outriggers being visible.



I.o.T. Conference — Oxford

Selling Passenger Transport

LAST Friday saw the start of the annual weekend conference of the Institute of Transport which was held at New College, Oxford, when the selling of passenger transport was discussed. Three papers were presented on this topic, "Inland Transport" being dealt with by Mr. J. Hancock, M.Inst.T., commercial officer, British Railways (Eastern Region); "Air," by Dr. J. L. Grumbridge, M.Inst.T., general manager (Commercial), British European Airways; and "Shipping," by Mr. C. M. Squarey, T.D., Assoc. Inst.T., general manager, Ocean Travel Development.

Large manufacturers turning out chocolates or refrigerators could produce, test and experiment with their products behind closed doors, but transport operators were denied this opportunity. This salient point relative to salesmanship was made by Mr. Hancock.

Experiments Displayed

In the case of transport the whole productive process took place before the customer, he said. Whilst the manufacturer could quickly conceal and eradicate faults without the public knowing about them, the transport operator, by force of circumstances, was compelled to display all his experimental processes, and consequently both his weaknesses and his strength.

Therefore, in contrast with the manufacturer, a very much larger proportion of the staff of a transport operator must be regarded as potential salesmen. Whilst this hard fact was becoming more and more appreciated, it presented an enormous problem to be overcome.

Regarding experiments, Mr. Hancock insisted that it was important that transport operators who still had the freedom to conduct experiments as to the provision of services should be able to withdraw them if they did not prove successful. This was normal business practice and the operators should also be able to offer cheap fares in one place but not in another. Many customers, he said, tried to use analogies to compel the introduction of cheap fares in parts of the country where the only result would be loss of revenue. The public would have to get used to the fact that cheap fares universally were just "not on."

Selling Transport

In the selling of inland passenger transport there were three important groups of competitors, Mr. Hancock claimed. These were the private car, other forms of entertainment and air transport. Regarding the private car, in the mind of the owner it was an attractive asset which provided freedom, mobility and convenience. Moreover, Mr. Hancock admitted, it was usually cheaper for two or more people to go by car than by public transport. Use of a car, however, was not without its problems.

Road congestion caused serious delays with the result that overall average speeds of more than 35 m.p.h. were difficult to achieve. Overhead and maintenance costs could be high, and Mr. Hancock doubted whether many car users knew the full cost of their motoring.

Public transport also has to compete with various forms of entertainment and spending. Because of the possessive instinct and higher standard of living now generally enjoyed, ownership of a wide range of consumer goods has become virtually essential for many people.

Division of Expenditure

In a recent division of how the public spent their money, personal expenditure on transport amounted to only 8d. out of every £1, whilst private motoring was nearly double that amount at 1s. 2d.

Air transport as a competitor of inland transport had the overwhelming advantage of speed, and costs were becoming lower, particularly where it was possible to carry large numbers of people.

Relative to inland transport, the article to be sold could be dealt with in four broad groups, namely regular services, excursions, tours and miscellaneous. British Railways' ordinary services earn approximately 97 per cent. of the passenger revenue, Mr. Hancock revealed, whilst a typical northern bus company earned 90 per cent. of its revenue from stage carrier services. These figures placed in proportion the relative importance of the four groups and it was apparent that the important article to be sold was a good regular service.

In rural areas the private car was a formidable competitor which even the road operator could not quite match, let alone the railway.

Road operators could be most successful where they could provide a reasonably frequent service, and the search for economic buses, particularly one-man operated, continues.

Promoting Transport

Sales promotion of inland transport could be placed in two main groups. The first was related to planning, pricing and development and the second to salesmanship and publicity. The whole question of service and timetables was of prime importance, Mr. Hancock insisted. They must be of a high standard despite the cost, and it should be appreciated that timetables are an important medium of advertisement. A frequent interval service tended to sell itself more easily. From the main timetable there were produced many subsidiary arrangements, including timesheets posted up at bus stops and railway stations or special handbills giving details of new services.

Because of the desirability of using stock that would otherwise be standing idle, the practice of operating cheap excursions has become well-established in

the transport industry. As a result there exists an apparently complicated pattern of fares, but the principle was quite simple. This situation would become more marked over the next few years, Mr. Hancock forecast, and people who travelled at peak times would have to pay for the privilege. Conversely those who travel at off-peak and even awkward times would benefit by low fares.

Despite the existence of several courses for training in good commercial practice, Mr. Hancock considered that there was need for greater stress on the sales aspect of transport operation at all levels.

Without deprecating other media such as posters and handbills, all operators regarded the Press as giving the best results in connection with the publicizing of excursions. Provincial newspaper advertisements were of leading importance because of their high potential reader value. Posters on the other hand were relatively cheap but more limited in their effectiveness. It had been the experience of Eastern Region of British Railways that the value of handbills had been rather limited and as a result they were tending to confine them to factual lists or groups of excursions in localities. Modern colour films were a valuable asset to sales representatives and added prestige value.

TV Disappointing

As regards television advertising, however, Mr. Hancock disclosed that one experiment that the British Transport Commission had made in this field had proved disappointing. Unless this medium was employed with considerable repetition it failed to make the required impact, and was too costly to contemplate for a programme of tours and excursions which might in any event earn only a few hundred pounds.

In a summary analysis of the conference, Mr. D. L. Munby, reader in the Economics and Organization of Transport, University of Oxford, commented that less basic information was available on transport than almost any other industry. Such information should be collected centrally by the Government through censuses and sample surveys, and the transport industry should demand that this be done.

Rising standards of living had led to more journeys by groups formerly unused to travel. New forms of travel had been evolved such as the packaged holiday, particularly in association with air and road transport.

Too often, however, the customer got the impression that the transport operator was more concerned with doing a good job professionally rather than caring for the passenger. These two objectives were not incompatible but the passenger should be given the impression that he came first.

PILE UP THE PROFITS WITH TRADER AND COUNTY

Tons-per-mile cost is what makes or mars your profit: with Trader and County, the tons-mile costs are down. Fully approved by Ford Motor Company Limited, the Trader County is available in a wide range of chassis lengths for both 6 x 2 and 6 x 4... has proved itself after 18 months' use on the road for quality and performance.

132" wheelbase 6 x 4 with 9 cu. yd. tipper body.



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5 SPEED GEARBOX**

For further details of this and similar vehicles of 15 tons G.V.W. contact your nearest **FORD MAIN DEALER** or—
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BODYBUILDING IN ALUMINIUM is a series of Alcan Industries Ltd. publications that describe Noral materials for the road transport industry. They recommend methods of construction, and suggest economical designs for various types of bodies. Please write for a copy on your letterhead to your nearest Alcan Industries Office.





POLITE NOTICE

*Any transport operator or owner
concerned with the cost of running
and maintaining commercial and public transport and*

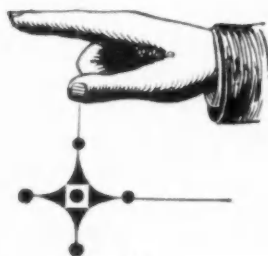
Loitering with Intent

to seize opportunities of increased payloads greater operating revenue,
longer tyre life, lower running costs and less wear and tear, will do
well to enquire into

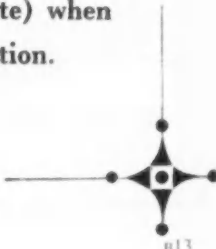
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available from designers and builders of trucks, tippers, tankers,
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aluminium to work with the help of Alcan Industries research,
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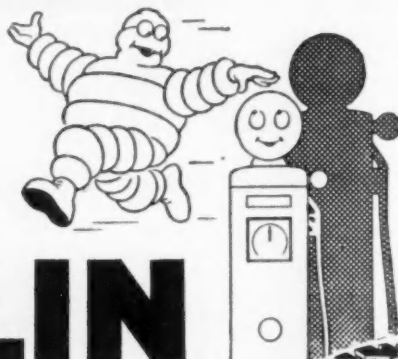
your nearest Alcan Industries office (listed opposite) when
you will be assured of immediate help and information.



**5% to 15% more
miles per gallon**

with

MICHELIN 'X' TYRES



Under R.A.C. surveillance
fuel consumption tests have been carried out
with different types of vehicles from small
cars to large coaches and lorries.

In every case the tests have shown an
improvement in miles per gallon with Michelin 'X'
ranging from 5% to 15%.

Here are a few examples:—

Date of trial	Type of vehicle tested	Distance covered by test vehicles with equal amounts of fuel		Extra distance covered on 'X' tyres
		—on ordinary tyres	—on 'X' tyres	
Feb. 1961	5-ton lorry (flat) Diesel engine	271.0 miles	313.1 miles	42.1 miles
Mar. 1961	997cc. Saloon car	398.0 "	431.6 "	33.6 "
Mar. 1961	41-seater coach Diesel engine	291.1 "	322.9 "	31.8 "
Mar. 1961	1489 litre Saloon car	336.8 "	363.0 "	26.2 "
April 1961	1-ton Delivery van (petrol)	326.6 "	344.6 "	18.0 "
April 1961	4-axle 12-wheeler 24-ton gross	221.4 "	248.6 "	27.2 "

The fuel saving with Michelin 'X' tyres is due to unique manufacturing quality and to their special construction which reduces rolling resistance.

**You get twice the comfort, twice the grip, twice the mileage —
and you save fuel with Michelin 'X' tyres**

For further details please write to "Fuel Saving" Michelin Tyre Co. Ltd., 81 Fulham Road, London S.W.3.

New Equipment and Publications

Portable Cutting Machine

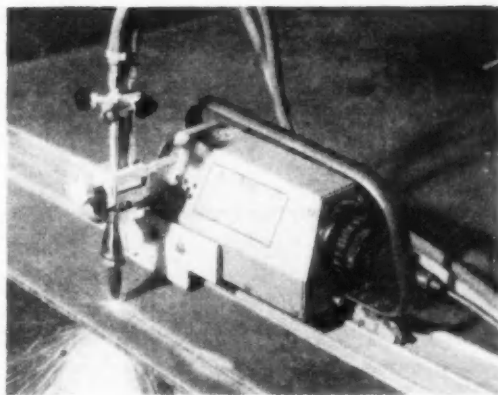
A PORTABLE, lightweight oxygen cutting machine—the Pug—is now being marketed by The British Oxygen Co., Ltd., Bridgewater House, St. James's, London, S.W.1, at a price of under £40. It weighs only 21 lb. and is capable of cutting steel up to 2 in. thick.

Using special light-alloy track as a guide, the machine can make a straight cut of any length and circles from 3 to 45 in. in dia. can be cut with the use of an adjustable trammel attachment. The cutter can be moved through angles of up to 45° for bevelling and can be

adjusted vertically and laterally. The nozzle-mixing blowpipe is suitable for acetylene or propane as fuel gas.

Power is supplied by a built-in universal electric motor which gives a speed range of 7.3 to 36 in. per minute. Speed control is by a rotary-type resistance.

A leaflet containing full details of the Pug is available from the makers.



The B.O.C. Pug, portable cutting machine shown in use.

Polystyrene Adhesive

TO meet the special requirements for an adhesive to bond expanded polystyrene to surfaces such as plaster, hard-board, timber and flat asbestos sheeting, the Industrial Adhesives Division of Evode, Ltd., Common Road, Stafford, have developed Evo-Stik "Impact" Adhesive SL 863.

The adhesive is said to be easy to apply and to provide an immediate strong bond on contact by hand pressure only. No mechanical sustained pressure is necessary.

One gallon is sufficient to coat about 8-10 sq. yd. of polystyrene foam and the price to industrial users is £1 2s. 6d. a gallon.

Label Embossing

HORIZONTAL or vertical lettering can be produced with the latest Dymo hand embossing tool now available from Hellermann, Ltd., Gatwick Road, Crawley, Sussex.

The Dymo tool, which was described in *The Commercial Motor* of January 13, 1961, embosses labels on a wide range of metallic and P.V.C. tapes of various colours and the new model can be

supplied with two separate dies that can be easily interchanged. The 1/4-in.-wide tapes are carried in the end container.

Improved Valve Cores

THE latest improvement in the Schrader valve core is the introduction of a Teflon washer for the wedge fit at the point where the core seals against the inner wall of the valve stem.

Using Teflon, which is a PTFE material, and has virtually no surface resistance, allows the core to

Latest improvement in Schrader valve cores is a Teflon sealing washer, shown here arrowed.



locate smoothly into the wedge fit, making an absolute air seal without sticking.

Other advantages are that the Teflon sealing washer is completely oil, water and acid proof, and will withstand extreme ranges of temperature.

Dry Bearings

IN order to extend their activities in the field of "Sealed For Life" bearings for the automobile industry, Engineering Productions (Clevedon), Ltd., are to manufacture under licence from American Metal Products Co., of Detroit, Michigan, U.S.A., Fiberglide dry bearings which are based on the use of woven Teflon fibre.

Fiberglide bearings have been developed

for suspension ball joints, steering linkage, suspension-arm pivot bushings and spring pivot bushings.

The main advantages claimed include constant low friction characteristics in combination with a complete absence of grease.

Stencil Ink

IN addition to the black stencil ink which they market under the name of Spray, J. and H. Rosenheim and Co., Ltd., Craigton Industrial Estate, Glasgow, S.W.2, now also supply blue, green, white, red, orange, yellow and aluminium stencil inks in aerosol dispensers.

Advantages are that the ink is quick drying, non-flaking, waterproof and weatherproof.

Welding Electrodes

A NEW range of stainless steel electrodes under the name of Supa-Stainway has been developed by Invicta Electrodes, Ltd., Bilston Lane, Willenhall, Staffs. The first one available is Supa-Stainway "M" which deposits a weld metal of the 18 per cent. chrome, 8 per cent. nickel, 21 per cent. molybdenum type.

Advantages claimed over conventional electrodes are lower initial cost, faster welding speeds and higher output of weld metal per electrode.

Other types shortly to be available include Supa-Stainway "S" (18 per cent. chrome, 8 per cent. nickel, 1 per cent. niobium deposit) and Supa-Stainway 25/20 (25 per cent. chrome, 20 per cent. nickel deposits).

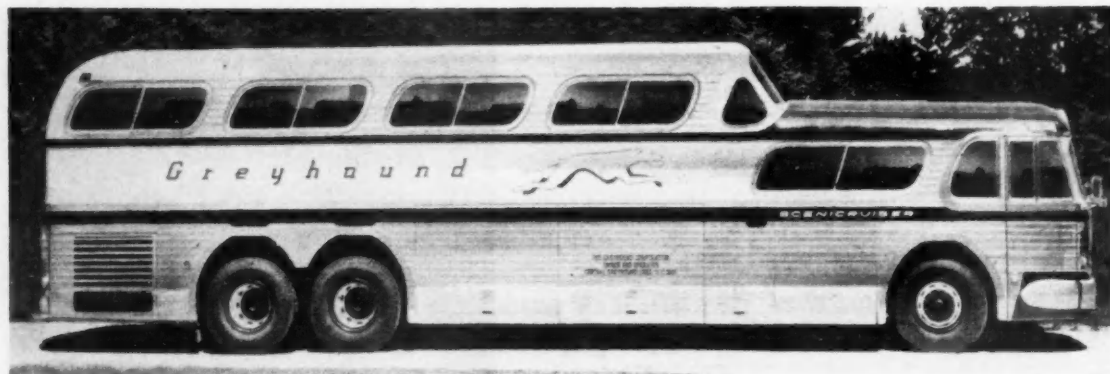
Laminate Prices Reduced

A SUBSTANTIAL reduction in the retail prices of Waverite decorative plastics laminate sheets has been made by Bakelite, Ltd., 12-18 Grosvenor Gardens, London, S.W.1.

Most of the range of patterned veneers and the plain white have been reduced from 4s. to 3s. 2d. per sq. ft. Seventeen of the plain colour veneers have been reduced from 4s. 2d. to 3s. 5d. per sq. ft. The prices quoted refer to the purchase of standard sheets of Waverite, 9 ft. by 4 ft.



Vertical lettering on labels can be produced with the Dymo tool available from Hellermann, Ltd.



One of the Greyhound trans-continental coaches, on air-suspension, completely air-conditioned and fitted with all facilities for the passengers.

One Coach—3,000 Miles

Passenger Amenities and Safety Considered of Prime Importance by Greyhound—The World's Largest Operator of Luxury Coaches

by a Special Correspondent

HOLDING the distinction of being the largest and longest luxury coach system in the world, the Greyhound Bus Lines Incorporated, and the Greyhound Bus Lines (Canada) Incorporated, cover the North American continent like a huge spider's web. It is possible to travel in the same coach from Halifax to Vancouver B.C., or from New York City to San Francisco, both routes covering a distance of well over 3,000 miles.

On the trans-continental runs when a booking is made, the passenger can make two choices, either using the same coach and sleeping during the night run, or sleeping at hotels and taking the following coach the next morning. The seat or seats are reserved in advance for whatever method of travel is decided upon. All seats are of the fully reclining type.

For meals the coach stops at selected rest stops, where hot or cold meals are served, these stops usually lasting from 30 to 45 minutes. All the coaches are fitted with adequate toilet room facilities.

Coaches making these long-distance trips travel at times well over 80 m.p.h. and must be kept in excellent operating

condition. Maintenance is, therefore, the most important part of their operations and a series of huge maintenance depots have been constructed in the largest civic centres across the continent.

Each maintenance centre is equipped with the most modern servicing equipment, including body repairs and paintshop. If a driver thinks that his vehicle is not operating perfectly, he will stop en route and telephone ahead advising a depot of his trouble. When he arrives mechanics immediately make a check on his vehicle and if the fault is not rectified at the departure time, a duplicate coach is put on in its place, the passengers' baggage being transferred. This service is so efficient that passengers hardly notice they have boarded a different coach.

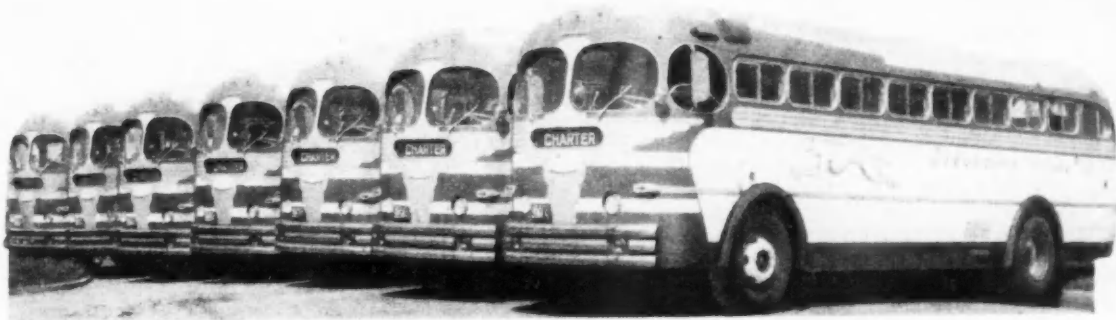
Greyhounds in Canada alone cover over 10m. miles annually. All coaches are powered by diesel engines, and groups of five mechanics at a time are sent to the Detroit Diesel School of General Motors, for a four-week training course each year, to keep up with the most advanced engine models or changes. All Greyhound coaches are air-conditioned and smoking is permitted.

A driver's working hours are based on an eight-hour shift; he can be asked to do a maximum of 12 hours in case of emergency, but never more. After a year of service he receives a seven-day paid holiday, with one day added each year up to 15 days.

When a Greyhound driver is away from home, the company puts him in a good hotel room when overnight stops are required, thus



An all-steel inter-city Greyhound bus which is also fitted with air conditioning plant and other fixtures to provide first-class passenger comfort.



Western Canadian Greyhound inter-city buses are different. They are air-conditioned, but draw all engine air in through roof ports due to heavy dust in the country they travel through.

ensuring that he is in good company and gets the required rest.

The maintenance headquarters in Montreal and Philadelphia both have vehicle record boards. These are like huge blackboards with itemized headings and each coach has a numbered wooden block. As each coach reaches a divisional point, its arrival and departure time and any servicing done is sent to Montreal and Philadelphia via teletype—this system allows both headquarters to know exactly where each coach is, together with any vital information concerning it.

Every 10,000 miles, inspectors check the coach and it is immediately serviced. If, for instance, a coach from Montreal reaches its 10,000-mile limit upon arrival at Toronto, Winnipeg, Regina or Vancouver, teletype has already notified this depot and service cards are made out and attached to the coach when it arrives. A duplicate coach is then put on in its place to continue to the destination.

If, however, the coach has reached its destination, it is serviced and, if necessary, the power unit and so on is replaced. The bus is then ready for its return trip, according to schedule. The assemblies removed are reconditioned and placed in stock for further use. All engines are completely dismantled and rebuilt at the end of each 60,000 miles of service.

At maintenance centres all fuel oil and lubricating oil storage tanks are underground and located some distance from the service area, a remote-controlled pump delivering the type of oil required by the push of a button.

The battery rooms are air-conditioned and ventilated, and fitters completely rebuild the batteries for further use. Every type of electrical instrument and equipment for

repairing and rebuilding the coaches' electrical equipment and accessories is also installed. There are also special heater servicing shops, for coach heating in Canada's severe winters requires careful attention. Heaters have extra large motors for fan operation, to ensure comfortable heating of coach interiors, regardless of outside temperatures.

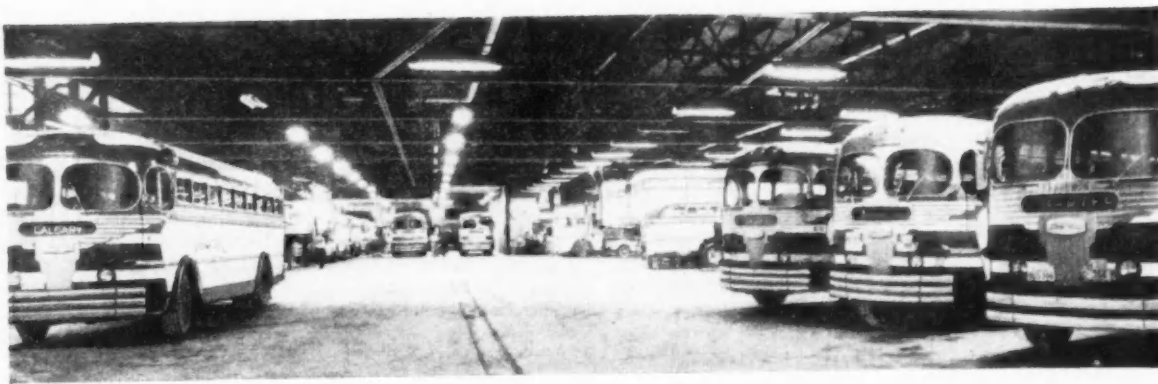
All depots carry out minor tyre repairs, but when a tyre has covered 30,000 miles it is sent back for a factory retread. If after rigid inspection it shows itself to be in good condition after another 30,000 miles, it may go back for a second retread. However, owing to the high speeds of these coaches and the long distances they travel, this second rebuilding very seldom occurs, the company claiming that it is more economical to sell used tyres to second-hand tyre dealers.

The paint shops and maintenance centres each have a capacity of five coaches daily. The paint spraying booths have both suction and blower ventilation systems, with fresh air being blown in and stale or paint laden air being sucked out. The air enters the booth just above the floor line, and exhausts out at roof level.

The body-building shops are fully equipped and could entirely rebuild a body if required. Each shop has an upholstering room for seat leather or fabric repairs.

The large maintenance centres have automatic coach washing machines, while at smaller garages across the country they use the swivel-pipe and drop-hose systems with fountain brushes.

With an organization of this kind, making a 3,000-mile cross-continental run is an accepted service by the travelling public. The racing greyhound on the sides of each coach is a familiar trade mark known by almost every citizen in both countries.



A typical Greyhound garage. This one is in Canada at Calgary, Alberta.

COMMENTARY

by JANUS

ANGRY YOUNG MAN

WHAT is the most famous bus ride in fiction? My own candidate would be from the episode towards the end of "Lucky Jim," the novel in which Kingsley Amis portrayed in his hero perhaps the first of the angry young men. Anger is certainly the principal emotion generated on that celebrated journey. Jim Dixon persuades himself that his future happiness depends on getting to the local railway station in time to see his girl friend, who has gone to catch the London train. He chooses to go by bus, and it is at that point that the agony begins.

The distance travelled is given as eight "or so" miles; the fare paid is not recorded. We are merely told that "the conductor now appeared and negotiated with Dixon about his ticket." Whatever the duration of the journey, the circumstances would have made it seem an eternity. There is very little time to spare before the train leaves, but the bus driver is evidently determined not to hurry. As a result, the impatient passenger is driven to near lunacy.

"Dixon found that his whole being had become centred in the matter of the bus' progress; he couldn't be bothered any longer to wonder what Christine would say to him if he got there in time, nor what he'd do if he didn't. He just sat there on the dusty cushions, stretching his face in a fresh direction at each overtaking car, each bend, each motiveless circumspection of the driver."

A lorry and trailer with an extra load provide an obstacle to progress in the early stages. When at last they move into a lay-by, Dixon imagines the driver will start making up some of the lost time. "The driver was clearly unable to assent to this diagnosis." Further delays are caused by a succession of old and decrepit passengers, who appear to need any amount of time to satisfy themselves that what has drawn up alongside them is indeed a bus before they will consent to board it.

"As the traffic thickened slightly towards the town, the driver added to his hypertrophied caution a psychopathic devotion to the interests of other road users; the sight of anything between a removal van and a junior bicycle halved his speed to 4 m.p.h. and sent his hand flapping in a slow-motion St. Vitus' dance of beckonings and wavings-on."

AT this season of road transport conferences, there might be food in this incident for reflection and discussion. The pedestrian does not hesitate to inveigh against the motorist, who in his turn attacks the carrier of the outside load. The railways make a habit of blaming most of their difficulties on the private car and on the C-licence vehicle. Perhaps because he has no organization to represent him, the passenger is usually inarticulate, although the immediate sympathy we feel for Lucky Jim in his predicament is an indication that his case is by no means rare.

Bus operators have a ready answer, and a complete one within the terms of their activities. Their services must run to time so far as possible. If a bus is unavoidably delayed, there is no help for it; but if it is ahead of time, it can and ought to slow down. Otherwise, gaps will be opened in the service, and passengers at bus stops will be kept waiting longer than is necessary. In general, the principle to be followed must be that of the greatest happiness for the greatest number.

From this point of view, each passenger is a statistic.

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exactly the same as every other passenger. Surveys from time to time have marshalled the statistics into columns and plotted them on graphs. When appropriate, the investigation has become even more sophisticated. The travelling public are analysed according to their ages, their habits, their preferences in reading matter, their incomes, and so on. No serious attempt has ever been made to probe into their attitude towards the form of transport they are using.

It may well be that in the great majority of cases and for the great majority of journeys their attitude is neutral. They use a bus to get from one place to another and are not bothered too much about how long it takes. They may even spend the time reading. Prolonged delays, as in the centre of a large town, may irritate the passenger, but will not be blamed upon the bus company. He can see for himself that the trouble arises from too many vehicles trying to squeeze their way through too small a space. The fault may lie at the door of the Minister of Transport, or the local authority, or any one of half a dozen other scapegoats. So far from suggesting that the bus is in the wrong, the passenger virtually identifies himself with it and sympathizes with the driver and the conductor.

BY contrast, his fury is all the greater on those few occasions when it is a matter of some importance that he should travel with reasonable speed and when the bus driver is quite clearly dawdling. He feels very much the same as the motorist does about the outside load. Although this particular obstacle to speed may rarely be met, it colours the attitude of the motorist far more than a thousand less memorable encounters with other vehicles. However perfect in principle the case for the outside load and the crawling bus, the motorist and the passenger have difficulty in seeing how the principle applies in the examples that come their way.

The possibility of misunderstanding increases with the complexity of the service. Bus routes in a large town will often run side by side for a mile or more. The passenger who wishes to make a short journey quickly and finds a wide selection of buses arriving simultaneously at the stop where he is waiting, is annoyed, perhaps disproportionately, when he makes the wrong choice and sees disappearing into the distance other buses any one of which he could have boarded had he realized the situation.

Another familiar event is the arrival, possibly after a more prolonged wait than usual, of two buses bearing the same number. The waiting passengers fill the bus in front. Its empty companion thereupon swerves past, obviously in a considerable hurry. The driver of the laden bus is equally obviously not. Not until it is too late does this vital fact become clear to the occupants, whose state of mind is not far removed from that of Lucky Jim's.

In each case a few words of information would have turned away wrath. In some ways, hesitantly and perhaps reluctantly, the lesson is beginning to sink home. London Transport are at last beginning to understand that the public will more easily tolerate a delay on the Underground if they hear an announcement giving the reasons, estimating the duration and offering alternative means of transport. The practice might well be extended to bus services. If the driver has time to lose, a notice to that effect would attract the passenger who felt similarly inclined and would warn the remainder.



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DPA Fuel Pumps on The Continent

"A REMARKABLE partnership" was how Mr. B. F. W. Scott, vice-chairman of C.A.V., Ltd., described the Roto Diesel, S.A., concern at the inauguration last week of Roto Diesel's new factory at Blois, France.

Roto Diesel was founded in October, 1959, by C.A.V. and the French D.B.A. group (Ducelier, Bendix and Air Equipement) to manufacture in France under C.A.V. licence their DPA fuel pump.

A production of 8,000 a month, for sale all over Europe, is eventually envisaged. This year's production of DPA pumps will be for Perkins engines, which are also made in France under licence. These engines are mainly used on the Citroën U23 truck and HY light van, the Hotchkiss truck, and the Renault Galion light van.



The A.E.C. Mercury, which makes the regular delivery trips to Blois, leaving C.A.V.'s Rochester factory.

The opening of the Blois factory marks the fruition of a C.A.V. desire not only to serve British vehicle and engine manufacturers selling on the Continent, but also

to establish themselves in the widely developing diesel engine industry in Europe.

To avoid the setting up of a very large stores, Roto Diesel relies for supplies, tools and aluminium casings, on a regular road service from C.A.V.'s Rochester, Kent, factory. This service is carried out on a basic fortnightly schedule with an A.E.C. Mercury from the C.A.V. fleet.

Normally, the Dover-Dunkirk ferry route is used, the round trip occupying four days and the driver staying with the vehicle throughout the trip. Wherever possible, cage pallets are used for the loads. Extra journeys are arranged as necessary.

(Left) This Perkins-powered Hotchkiss is typical of the many French vehicles fitted with a DPA pump.



Revised Proposals For Preston Motorway

REVISED proposals were published last week by Mr. Ernest Marples, the Minister of Transport, for a new motorway junction to be constructed at Broughton, near Preston, when the proposed 13-mile length of motorway between Preston and Lancaster is built. At this point the new motorway will link with the northern end of the existing Preston by-pass, and there will also be a connection with the A6 (Preston-Carlisle) trunk route.

The original layout for the junction was of the "trumpet" or "half clover leaf" type. The comparatively sharp curves of this design would have required traffic to slow right down to negotiate them safely. Now the design has been revised to provide much easier curves which will permit free-flow of traffic at speeds up to 50 m.p.h.

The junction will have four bridges to take the various slip roads over or under

the motorway. Three of these will be combined to form a continuous short length of viaduct.

Broughton junction has been designed for the Ministry of Transport by the agent authority, Lancashire County Council, for whom Mr. J. Drake is surveyor and bridgmaster.

FUEL CELL LECTURES

A SPECIAL course of six lectures on fuel cells for power production will be held at The Polytechnic, 309 Regent Street, London, on Monday evenings from 6.45 to 8.45, commencing October 16. Fee for the course is one guinea.

"TUNING" FORBIDDEN

THE Yorkshire Traction Co., Ltd., Barnsley, has forbidden bus conductors and drivers to play portable transistor radio sets while working following complaints from passengers.

Security Exhibition

A NATIONAL Security Exhibition is to be held at the Royal Horticultural Hall, Vincent Square, London, S.W.1, from October 16 to 20. Sponsored by "Security Gazette"—the magazine of the industrial police and commercial security organizations—the exhibition is the first of its kind to be staged in this country.

It will cover all aspects of security for commercial and industrial premises, vehicles, and homes, and show the many different ways in which it is possible to obtain more protection for life and property against the twin menaces of our time—crime and fire.

There will be demonstrations by guard dogs and commercial security services. The safety of goods in transit is receiving special attention and there will be plenty to interest commercial vehicle operators.

VEHICLE PLANT FOR SYRIA

TWO HUNDRED buses, 1,000 goods vehicles, and 600 cars, is to be the capacity of a new vehicle plant to be built near Lattakia in the Syrian region of the United Arab Republic. The plant, to be called the Nasser Automobile Works, will produce the vehicles under licence from the Fiat concern of Italy.

Expansion Trends in Haulage

"General Goods, Great Britain"

"GENERAL goods, Great Britain," or the equivalent, seems to be a user that is creeping back into applications for extra vehicles, and this week's *Applications and Decisions* from all areas contain at least one such application.

An application that will probably be investigated by the "heavy" operators in particular is one from A. J. Read of Crawley, Sussex (the publication shows Crawley as being in Sussex in the applicant's address, and as Surrey when mentioning the base!). He asks the Metropolitan Authority for a new A licence specifying an articulated unit and trailer, with a bolster extending pole, on which to carry structural steel in long and extra-long lengths only; "Great Britain" is shown as the destination.

The application appearing immediately above Read's is one from J. E. and L. W. Daffin, of Orpington, who want two A vehicles with the brief user, "General goods, any distance."

Also in the "Met." *As and Ds* is an application by M.A.T. Transport, Ltd., operating from a base in London, E.C.2, who ask the Authority to add an articulated low-loader of 6½ tons unladen weight, to carry goods for export and

import via the ports of Harwich and Dover, via British Railways' ferries, and so on—shades of things to come in the Common Market?

B.R.S. (Pickfords), Ltd., operating from a base in Lincoln, have an "A variation" application in with very wide ramifications, if granted. They ask the East Midlands Authority for a vehicle, not exceeding 5½ tons, to carry "machinery and plant, indivisible and abnormal indivisible loads, Great Britain." Applications such as this attract the attentions of the handful or so "abnormal and indivisible load" operators spread over the northern part of the country and in Wales.

In the same area is an application from, presumably, a "newcomer"—J. Wharton (Shipping), Ltd., who describe themselves as shipowners, brokers, chartering agents, stevedores and warehousemen. They ask for a new B licence for two vehicles to carry general merchandise as shipped, wharfed and/or warehoused by themselves. One of the vehicles is to be switched from a C licence, if the application is granted; the other will be a straight acquisition.

SCOTTISH (NORTH)

Applications

SN 16/9/1—British Railways (Scottish Region), East Coast Division, Dundee. A var., add 1 art. (4½t).

SN 16/9/2—John Cramb and Sons, Dunblane, new B lic., 1 T. (4½t). Carriage of road and building mats, within 35 miles.

SN 16/9/3—Sprace and Thomson, Milnathort, new B lic., 1 veh. (4½t) (cattle float). Livestock and farm workers' removals within 50 miles with extension for livestock occasionally to Inverness, Dalmail and Aberdeen.

SN 16/9/4—Security Services (Scotland), Ltd., Dundee, new B lic., 1 veh. (1½t). Cash and valuables within 50 miles.

SN 16/9/5—James D. Millar and Sons, Guardbridge, B var., add 2 T. (9t).

SCOTTISH (SOUTH)

Applications

SS 16/9/1—Dennis C. Springthorpe, Ayr, new A lic., 1 veh. (3½t). G.g., G.B.

SS 16/9/2—John Hodge (Hauliers), Ltd., Leith, A var., add 1 art. (5t).

SS 16/9/3—Hugh Clelland and Sons, Chesham, A var., 2 veh. (8½t) in place of 2 veh. (5½t). Mainly road and building mats, steel and frecklay goods, mainly to or from Chryston, Glasgow, Stepps, Gartsherrie, Lanark, Stirling and Falkirk. Elsewhere as required.

SS 16/9/4—Glasgow Hinge Co., Ltd., Glasgow, A var., 1 tractor (9½t) in place of 1 tractor (6½t).

SS 16/9/5—John Hutchison, Middleton, new B lic., 1 veh. (4½t). Lime and slag within 50 miles with extension to Coshott. (If granted, contract A lic. will be surrendered.)

SS 16/9/6—Joseph McIntosh, Edinburgh, new B lic., 1 veh. (2t). Garden refuse and household equipment within 50 miles.

SS 16/9/7—William McLuscas and Son, South Queensferry, new B lic., 2 veh. (20½t). Goods within 10 miles of any site on which vehs. are employed.

SS 16/9/8—David T. Shanks and Sons, Airdrie, new B lic., 1 veh. (3½t). Road and building mats and plant within 25 miles. (If granted, contract A lic. will be surrendered.)

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CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c. cwt., g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t., tons; T., tipper; trl., trailer; var., variation; wh., wheels.

and plant; Lancashire, Yorkshire, Cheshire, Staffordshire, Derbyshire, North Wales and the Midlands.
NW 15/9/2—A. M. Bell, Macclesfield, new A lic., 3 veh. (25½t). Steel plate, oil, timber, machinery, foundry sand, castings, fabricated steel, engines, exhibition mats, scrap metals; Lancashire, Cheshire, Gloucestershire, Wiltshire, London, Northants, South Wales. (If granted, two vehs will be deleted from contract A lic.)

NW 15/9/3—W. H. Warburton, Stockport, new A lic., 9 veh. (31½t). Groceries, provisions, Lancashire, Cheshire, Yorkshire, Derbyshire and Eastern Counties. (Vehs. at present specified in contract A lic.)

NW 15/9/4—T. Brooks and Son, Oldham, new B lic., 2 veh. (5½t). Coal and coke, timber, building mats; Heywood, Glossop, Ashton-under-Lyne.

NW 15/9/5—Shelton Transport, Timperley, new B lic., 1 veh. (4t). To be used only when a veh. authorized on A lic. has been withdrawn from service for overhaul or repair, and the goods to be carried and the districts to be served to be limited to those authorized for the veh. so withdrawn.

NW 15/9/6—A. V. Crutchley and Co., Ltd., Birkenhead, B var., delete 1 art. (5½t) add 2 veh. (5½t).

NW 15/9/7—H. W. Roberts and Sons, Corwen, B var., add 2 art. (11t). (2 veh. and 1 trl. at present specified in contract A lic.)

EAST MIDLANDS

Applications

EM 20/9/1—B.R.S. (Pickfords), Ltd., Lincoln, A var., add 1 veh. (5½t). Machinery and plant, indivisible and abnormal indivisible loads, G.B.

EM 20/9/2—Bury's Transport (Oxford), Ltd., Stanton, Harcourt, A var., 1 veh. (3½t). G.g. mainly within 100 miles.

EM 20/9/3—Frank Spence and Sons, Alford, new B lic., 1 veh. (3½t). Agric. produce and requisites, building and road making mats, 20 miles; and goods for the Alford Drainage Board (Sea Defence), 40 miles; all within a radius of Huttoft.

EM 20/9/4—J. Wharton (Shipping), Ltd., Gouss, new B lic., 2 veh. (8½t). General merchandise as shipped, wharfed and/or warehoused by J. Wharton (Shipping), Ltd., any distance and machinery, stores and equipment for ships owned by J. Wharton (S), Ltd. (If granted, 1 veh. (3t) will be deleted from C lic.)

EM 20/9/5—Securicor (Midlands), Ltd., Leicester, new B lic., 1 Hired Allowance (1t 12c) (farmhouse van). Cash and valuables within 30 miles.

EM 20/9/6—Curtis and Co. (Oundle), Ltd., Barnwell, B var., add 6 veh. (3½t) including 3 art. Sussex within a radius of 150 miles.

EM 20/9/7—William Herecock (Leicester), Ltd., B var., add 1 veh. (3½t). Building and road making mats, 25 miles; g.g. 5 miles.

EM 20/9/8—Contractors Plant Hire Co., Ltd., Leicester, B var., add 1 veh. (3t). Building mats for Sheriff and Co.; bricks for Leicester Brick and Tile Co.; concrete products for County Concrete Co., Ltd.; building mats, for Tractor, Ltd.; contractors' plant for Sheriff and Co.; contractors' plant for Tractor, Ltd.; and plant and quarry machinery for Gipsy Lane Brickworks, County Concrete Co., Ltd., and Thurlston Sand Pits, Ltd. (all associate companies) as required.

EM 20/9/9—J. Gray and Son, Oxford, B var., add 1 veh. (10t). Monumental masonry any distance furniture and household effects, building and road making mats, and plant 50 miles and other goods 70 miles.

WEST MIDLANDS

Applications

WM 21/9/1—Alliance Motor Transport Co., Ltd., Birmingham, A var., add 2 veh. (7t). Mainly chemicals, machinery, flour, twine, engineering goods, goods for export, cattle foods, foodstuffs, building mats, steel, household furniture, linoleum and filing cabinets. Mainly within 150 miles.

WM 21/9/2—H. L. Robinson's Transport, Ltd., Hereford, A var., delete 1 veh. (3½t), add 1 veh. (5½t). Mainly feeding stuffs, building mats, tinplate, steel sheets, canned goods, machinery, timber, tiles, metal, grain, preserves. Mainly within 200 miles.

WM 21/9/3—R.J. Transport, Oswestry, new B lic., 3 veh. (17½t). Round timber within 100 miles. (If granted contract A lic. will be surrendered.)

WM 21/9/4—Midland Contractors (Leicester), Ltd., Stafford, new B lic., 7 veh. (26t) (6 T. and 1 Flat), includes 1 T. (3½t) to be hired. Carries surplus excavation and road-making mats. Approximately within six miles either side of the Stafford By-pass.

WM 21/9/5.—**K. and F. Contractors**, Stoke-on-Trent, new B lic., 1 T. (4½t). Surplus spoil and road-making mats, for Conway's Sand and Gravel, Ltd., in connection with their contract with John Laing (Construction), Ltd., on the Birmingham/Preston motorway, within 20 miles.

WM 21/9/6.—**G. B. Evans**, Sutton Coldfield, new B lic., 1 vch. (4t). Building and road-making mats, within 35 miles.

WM 21/9/7.—**Rolie Haulage Co.**, Worcester, new B lic., 1 vch. (4½t). Road-making mats, for A. Monk and Co., Ltd., within 25 miles of Whittington.

WM 21/9/8.—**B. L. Thompson**, Worcester, new B lic., 1 T. (4t). Road-making mats, within 25 miles of Whittington.

WM 21/9/9.—**T. Baker and Sons (Transport)**, Ltd., Dudley, B var., delete 1 vch. (3t), add 1 T. (4½t). G.g. (excluding furniture and livestock), within 30 miles; open-cast coal within 50 miles; lamp standards and fittings for Revo, Ltd., as required. (If granted contract A lic. will be surrendered.)

WM 21/9/10.—**Moss and Lovatt (Milk Carriers)**, Ltd., Rushton Spencer, B var., add 1 vch. (3½t). Cattle feeding stuffs for J. Cook, Corn Merchants, Ltd., Lever's Cattle Foods, Ltd., and R. R. Day, within 50 miles.

WM 21/9/11.—**W. H. Ewins**, Solihull, B var., add 1 Tractor (7½t) and 1 Trl. (5t) (timber carrier). Round timber, from felling sites within 150 miles.

EASTERN

Applications

E 18/9/1.—**Miller and Soames, Ltd.**, Ipswich, new A lic., 25 vch. (99½t). Haulage, mainly building and road making mats, agric. produce and requisites within 75 miles. (If granted B lic. for same vch. will be surrendered.)

E 18/9/2.—**S. Brown**, Kempston, A var., add 1 vch. (4½t).

E 18/9/3.—**R. A. Wells**, Broad Street Green, new B lic., 1 vch. (1t). Vch. spares and equipment, wood, furniture, sand and ballast, samples, small plant equipment, etc., within 35 miles.

E 18/9/4.—**E. G. A. Miles**, Frinton-on-Sea, new B lic., 1 vch. (1½t). Furniture from Frinton to anywhere in the British Isles.

E 18/9/5.—**A. Gage**, Little Waltham, new B lic., 2 vch. (9t). Sand and gravel within 30 miles.

E 18/9/6.—**R. A. Hale**, Evesbury, new B lic., 1 vch. (4½t). Sand and gravel and road making mats, within 25 miles.

E 18/9/7.—**W. E. Harris**, South Creak, new B lic., 3 vch. (10½t). Lime fertilizers for spreading exclusively for Fisons Farmwork, Ltd., in the counties of Norfolk and Suffolk.

E 18/9/8.—**J. Foster**, Peterborough, new B lic., 1 vch. (3½t). Hot asphalt and road making mats, within 75 miles.

E 18/9/9.—**R. S. Cockaday**, Bury St. Edmunds, new B lic., 2 vch. (4½t). Furniture and household effects, within 50 miles and into and out of the 50-mile radius.

E 18/9/10.—**V. L. Hutchins**, Rantlesden, new B lic., 3 vch. (13t) and 1 trl. (2½t). Hay, straw and chaff within 250 miles.

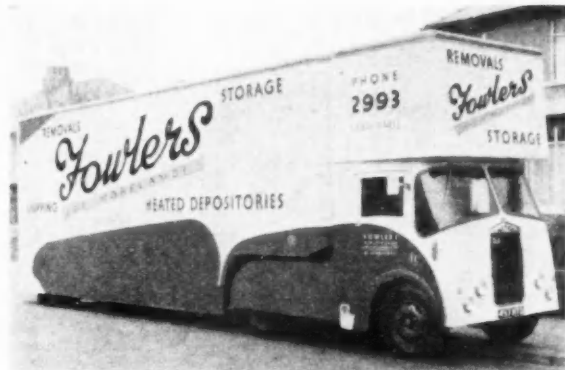
E 18/9/11.—**William and William Ivan Turner**, Sudbury, new B lic., 4 vch. (13½t). Building and road making mats, sand, ballast, tarmacadam within 40 miles. (If granted contract A lic. will be surrendered.)

E 18/9/12.—**Benns Brothers**, Wangford, new B lic., 3 vch. (12t). Sand and gravel from Wangford to Atomic Plant at Sorewell (and local) within 35 miles.

E 18/9/13.—**Culling and Son (Norwich)**, Ltd., Claxton, B var., add 1 vch. (6t) in substitution for 1 vch. (3½t). To replace licensee's vch., when off the road for repair or overhaul.

E 18/9/14.—**Duffy and Sons, Ltd.**, Fakenham, B var., add 1 vch. (3½t) (with 1 S container (2½t)). Livestock any distance.

E 18/9/15.—**J. W. Leggett, Ltd.**, Beccles, B var., add 1 vch. (4½t) (with detachable livestock container). Livestock, deadstock and agric. produce collected or delivered within 25 miles.



This articulated outfit has recently been built for Messrs. Fowlers of Morecambe by Holmes (Preston), Ltd. The Albion tractor is fitted with Homalloy-constructed plastics cab with a Luton-type compartment incorporated above. The semi-trailer is of light-alloy sections and is panelled in plastics. The capacity exceeds 2,000 cu. ft.

E 18/9/16.—**Corbett and Miller, Ltd.**, Beccles, B var., add 1 vch. (4½t). To replace any of licensee's vch. off the road for repair or overhaul.

E 18/9/17.—**G. E. Thorpe**, Mendlesham Green, B var., add 1 vch. (4t). To replace any of licensee's vch. when off the road for repair or overhaul.

WESTERN

Applications

W 19/9/1.—**R. McLindsay**, Lydiard Millicent, A var., add 2 art. (11½t). G.g. mainly liquid fertilizer for Nitro Liquid, Ltd., and subsidiary and associated companies as required with 1 art. (tanker). To be used solely in replacement of any vch. which is off the road for repair or maintenance with 1 art. (tanker).

W 19/9/2.—**R. E. Day**, Baunton, new B lic., 1 vch. (2½t). G.g., within 20 miles. (Vch. at present specified in C lic.)

W 19/9/3.—**F. G. Perry**, Cussham, new B lic., 1 vch. (3t). Packed masonry stone, concrete products, lime, foam slag, agric. chemicals and fertilizers for immediate spreading for Bath and Portland Group, Ltd., and subsidiary and associated companies as required.

W 19/9/4.—**W. J. Sing**, South Molton, new B lic., 1 vch. (2½t) includes container (7t). Fertilizers within 20 miles.

W 19/9/5.—**W. A. Hayne**, Weymouth, new B lic., 1 vch. (1½t). Furniture and parcels within 150 miles.

W 19/9/6.—**G. R. Gilder**, Wincoburn, new B lic., 1 vch. (4½t) includes container (1½t). Livestock, agric. produce and requisites within 125 miles.

W 19/9/7.—**F. H. Hartnell**, Bishops Cleeve, B var., 1 T. (5t) in lieu of 1 T. (2½t).

W 19/9/8.—**Bowery Bros., Ltd.**, Bishopsworth, B var., add 1 T. (3½t). Solid fuel within 30 miles; rubbish and factory waste within 10 miles.

W 19/9/9.—**Mrs. W. F. Harvey**, Torquay, B var., add 1 T. (4t). Goods for Harveys of Torquay, any distance.

METROPOLITAN

Applications

M 14/9/1.—**W. Horlock**, Horchurch, new A lic., 1 vch. (4½t). G.g. between London and Scotland, Wales, the West of England and East England.

M 14/9/2.—**K. and S. Transport Services**, New Barnet, new A lic., 1 vch. (7½t). G.g., mainly fish, agric. produce and requisites, bricks, pipes, steel, fruit, machinery, non-ferrous metal, food-stuffs, edible fats and sawn timber, to Scottish

east coast, fishing ports, London and Home Counties, Midlands and Lancashire.

M 14/9/3.—**B.R.S. (Pickfords)**, Ltd., Stratford, E.15, A var., add 2 art. (11½t). Bulk liquids as required.

M 14/9/4.—**Brown and Muddiman, Ltd.**, Amersham, new B lic., 1 T. (4t). Sand and ballast from Inns and Co., Ltd., Denham to Hemel Hempstead.

M 14/9/5.—**G. Bunker**, Finchley, N.12, new B lic., 1 T. (3½t). Solid fuels, within 25 miles.

M 14/9/6.—**A. J. Hawkes**, Wapping, E.1, new B lic., 1 vch. (3½t). Plaster, plaster mixes, fibre and timber for fixing ceilings for Petradene, Ltd., and Claridges of Putney, any distance. (If granted contract lic. will be surrendered.)

M 14/9/7.—**Holway Transport Co.**, Egham, S.E.9, new B lic., 3 vch. (9½t). Coke and coal, within 15 miles.

M 14/9/8.—**J. J. Kavanagh**, Slough, new B lic., 1 T. (3½t). Sand, ballast, hardcore, hoggin and excavated material from pits within 20 miles.

M 14/9/9.—**E. O'Donnell**, W.10, B var., add 1 T. (4t).

M 14/9/10.—**Rosetree and Co., Ltd.**, N.7, B var., add 5 vch. (15t) (to be hired). Vary conditions for all vch. to read: Goods manufactured by subsidiary auxiliary and associated companies of Rosetree and Co., Ltd., within 70 miles of Camden Town Station.

M 14/9/11.—**Storey and Son, Ltd.**, Enfield, B var., add 1 art. (4½t). Building and roadmaking plant, mats, and rubbish, within 100 miles of Edmonton, e.g., C. C. Dunkerley and Co., Ltd., The Rubberoid Co., Ltd., Enfield Rolling Mills, Ltd., Johnson and Sons Smelting Works, Ltd., and Simmonds Engineering Co., Ltd., within 100 miles of Edmonton.

M 21/9/12.—**J. E. and L. W. Daffin**, Orpington, new A lic., 2 vch. (8½t). G.g., any distance.

M 21/9/13.—**A. J. Read**, Crawley, new A lic., 1 art. (6½t). Structural steel in long and extra long lengths only. G.B.

M 21/9/14.—**Eldridge Haulage**, Bermondsey, S.E.16, A var., add 2 vch. (at 6½t) (includes containers at 20). Mainly meat, eggs and e.g. (paint, cardboard and chemicals); all provincial towns in England.

M 21/9/15.—**E. Goldsmid (1938)**, Ltd., E.1, A var., add 3 trl. (6t). G.g., mainly fruit and vegetables, within 85 miles. (If granted 3 trailers (6t) specified in B lic. will be surrendered.)

M 21/9/16.—**G. Morris Haulage (Chingford)**, Ltd., new B lic., 7 vch. (24½t). Timber and plywood for Continental Hardwoods, Ltd., Lesty Hardwoods, Ltd., and Geo. H. Smith (T. and M.), Ltd., within 300 miles; occasional journeys to Scotland. Redistribution of goods sorted for these customers. (If granted contract A lic. will be surrendered.)

M 21/9/17.—**F. Perkin and Son**, Egham, new B lic., 1 vch. (3½t). Goods for Middlesex Pre-labs, Ltd., and Crenson Concrete, Ltd., within 150 miles. (If granted contract A lic. granted to D. F. and D. J. Perkins, authorizing 1 vch. (3½t) will be surrendered.)

M 21/9/18.—**F. Willis and Sons (Carriers)**, Ltd., Edmonton, N.9, new B lic., 1 vch. (3½t). G.g. (for export, which have been carried on licensee's tank vch., to docks and wharves in the London area).

M 21/9/19.—**Bowden Transport, Ltd.**, S.E.5, B var., add 1 vch. (3½t). Goods for W. R. Williams (Freight), Ltd., within 200 miles.

M 21/9/20.—**F. and R. Crawley, Ltd.**, Luton, B var., substitute 3 vch. (11½t) (2½t for 1 vch. (8½t)). Building and road-making plant and mats, and excavated rubbish, within 20 miles.

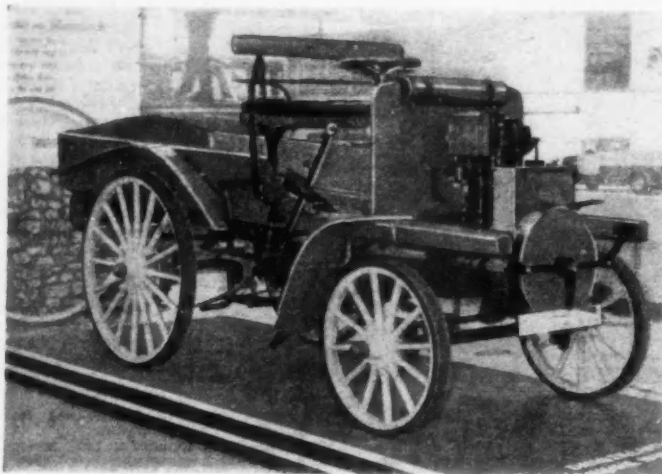
M 21/9/21.—**M.A.T. Transport, Ltd.**, E.C.2, B var., add 1 trl. (6½t) (art. (6½t)). G.g. for export and import via the ports of Harwich and Dover (shipments via British Railways ferries, e.g. for import and export, within 25 miles of Acton main line and Mile End goods yard).

M 21/9/22.—**F. G. Riley and Son**, Greenford, B var., add 2 vch. (6½t). Timber, within 50 miles.

B23



One of 80 Leyland Leopards which are being put into service by C.I.E. The dual-purpose bodywork was designed and built at the company's Inchicore works. The colours are red and cream.



(Above) This year marks the 75th anniversary of the origination of the motor car, and an interesting exhibit is one of the world's first lorries, an 1898 Daimler 1½-tonner. Its twin-cylindered engine developed 4 b.h.p. at 270 r.p.m.



(Right) Headlamps are in the bumper of the Mercedes-Benz 334 design.

Frankfurt — Why Weren't the

A HANDFUL of Leyland Power-Plus heavies, some Bedford TKs and a sprinkling of B.M.C. Mini-Vans could well have brought the house down at this year's Frankfurt Show, which closes on Sunday, because for once the majority of German manufacturers—who have over the years built up a solid reputation for ingenuity—have come to Frankfurt almost empty handed so far as new designs are concerned.

The main theme running through the goods-vehicle exhibits is the predominance of new, modified or resurrected 16-ton-gross four-wheelers to comply with the latest West German Road Transport Law rulings, which took effect on July 1, 1960. None of these 16-tonners shows any particular originality, with the exception of the new Henschel models.

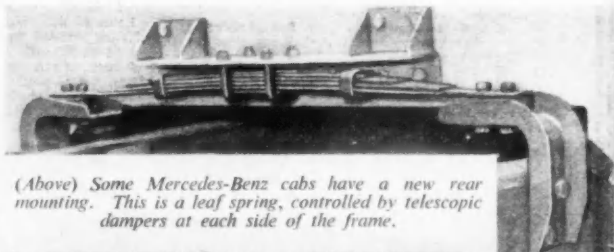
The passenger-vehicle field is equally bleak from the mechanical angle, although there are some attractive and well laid-out bodies. It is not without significance that Küssbohrer, who developed during the past few years buses and coaches with independent suspension of all wheels and a number of other models with air suspension, have this year returned to the use of rubber-mounted leaf springs, augmented by rubber auxiliary springs. The Urban all-independent-suspended and light-alloy-fabricated bus has, however, been dropped from the range, largely on account of its high cost.

Leyland's Sir Henry Spurrier and Donald Stokes (the latter being there in his capacity as president of the S.M.M.T. also) agreed with me that it was a great shame there were no British heavies at Frankfurt. They regretted

the absence of Leyland-group commercial-vehicle exhibits, even though it was not their immediate intention to assault the German market—for which the German manufacturers can be thankful—but that they intended to exhibit in Frankfurt in 1963, come what may.

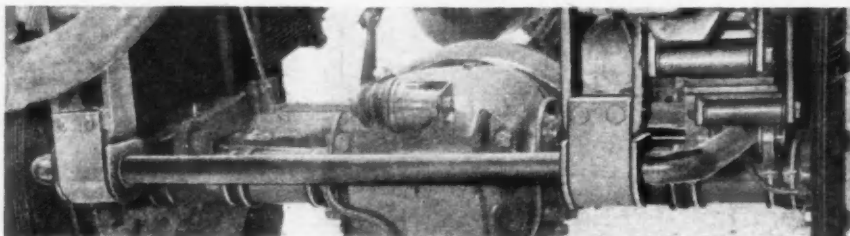
As it was, British exhibits were confined to three Land-Rovers, one of which had the new 2½-litre diesel engine (see page 278), Dagenham-Ford 6D and Perkins-Ford P3 diesel engines on the Ford-Cologne stand, and three Commer and one Karrier on the Rootes Group stand. Speaking on the Show preview day, Mr. D. G. Curling, director, export division of Rootes, Ltd., said that: "We in Rootes sincerely hope that when we next exhibit at Frankfurt it will be as full members of an enlarged European economic community and not as invaders scaling growing tariff walls."

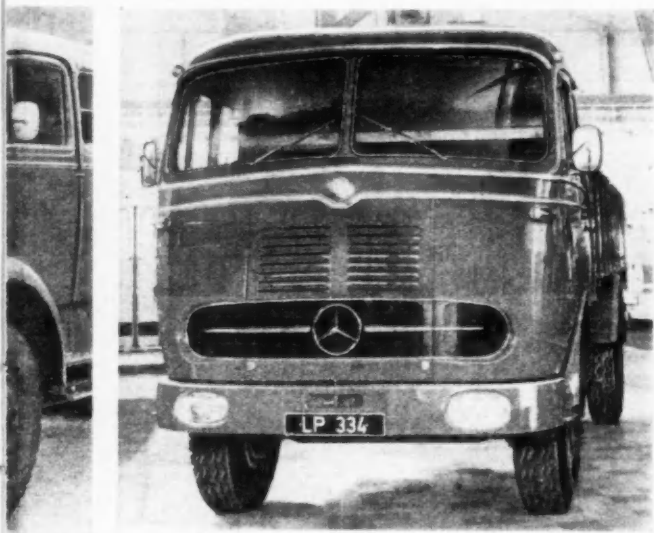
Although German commercial-vehicle production has been rising over the past five years at a fairly steady rate, its output is well behind that of Great Britain, and its growth in the past two years has not been so rapid. In



(Above) Some Mercedes-Benz cabs have a new rear mounting. This is a leaf spring, controlled by telescopic dampers at each side of the frame.

The Mercedes-Benz LS 334 tractive unit has a rear-axle anti-roll bar. The torsion bar is rubber-mounted to chassis-frame brackets.





Bumper-mounted headlamps are used on Mercedes-Benz 334 forward-control models also. The chassis can operate at 32 tons gross train weight in Germany and has a 200-h.p. engine.

1960, West Germany produced 238,370 units, compared with 215,100 in 1959.

In terms of sheer numbers, VW head the list, with an output of 78,486 commercials last year; these are only light commercials, of course. Significant is the fact that the Daimler-Benz group are second, with a total commercial-vehicle production in 1960 of 48,988, this figure including 688 light Auto Unions.

Next come Ford (21,205), Opel (19,122), Borgward (13,521), Hanomag (12,402), Magirus-Deutz (11,295) and M.A.N. (11,109). Of the smaller firms, Henschel built 4,924, Büssing produced 3,080, Krupp output was 2,425 and Faun managed 1,125.

Of the new German goods vehicles on show, the most refreshing changes are to be seen in the Henschel HS 12, 14 and 16 models, which stand out from other German vehicles in the 12-, 14- and 16-ton gross categories by virtue of their modernistic, but entirely practical cabs. Although Henschel and the French SAVIEM concern announced a 25-year plan of co-operation in April, these new Henschels have not appeared as a result of this co-operation plan, the designs having been formulated long before the plan was revealed.

In view of the possibility of Britain entering the Common Market it is worth while glancing briefly at the proposed programme of co-operation between Henschel and SAVIEM, which also takes in the lighter vehicles produced by Renault, one of the major constituents of the SAVIEM organization. As things are at present the Henschel range extends from 12 to 40 tons gross, whilst SAVIEM output is concerned with vehicles in the 11 to 35 tons gross category.

In 1963 the Henschel programme will remain basically unaltered, but SAVIEM will be producing 7-10-ton and 12-40-ton ranges, augmented by Renault 3-6-ton models, all these being gross-weight figures. In 1965, however, only one range of vehicles—extending from 3- to 40-ton-gross—will be produced and sold by both partners, the probable arrangement being that certain classes of vehicle will be

British There?

by John F. Moon, A.M.I.R.T.E.

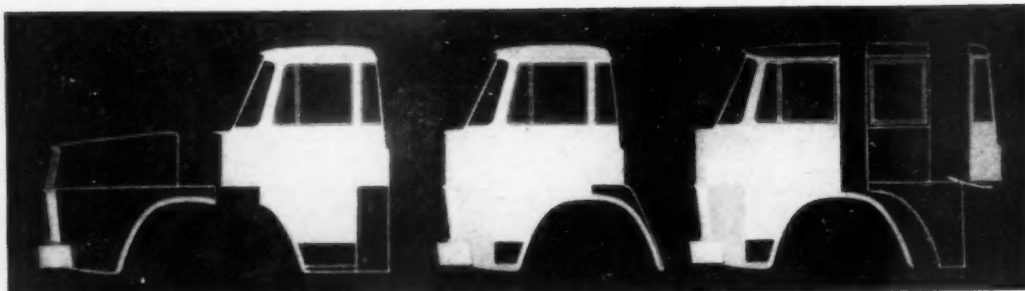
40th Frankfurt International Motor Show is Marked by Lack of New German Goods and Passenger-vehicle Designs: Last Year's Change in German Regulations Has Produced Large Number of 16-ton-gross Four-wheelers: No British "Heavy" Makers Represented



The latest Henschel 12-, 14- and 16-ton-gross goods chassis have distinctive cabs. Illustrated is a normal-control 4 x 4, with 170-h.p. engine and 8-ton payload rating.



This is the Henschel HS 16 four-wheeler, the gross solo rating of which is 16 tons. Its cab has many sub-assemblies common to that of the normal-control type.



These drawings show how the new Henschel cabs are built up, with the normal-control type on the left, the basic forward-control in the centre, and the forward-control-sleeper cab on the right.



(Left) The new Henschel cabs have neat instrument panels immediately ahead of the steering columns. A bank of switches controls the lights and also front-wheel-drive engagement and rear-axle-differential lock. (Above) This Spitzer 710-cu.-ft. bulk-grain semi-trailer has an unladen weight of 5 tons. It has three compartments and air-pressure discharge.

produced solely in the Henschel factory at Kassel, and others in the SAVIEM plant near Paris, with interchange of running units between the two.

It must be emphasized, however, that the Henschel-SAVIEM agreement was made with the object of forming a standard production programme covering light, medium and heavy commercial vehicles, with a common distribution network. It is a partnership, with neither concern controlling the other.

Possibly the most important of the new Henschel vehicles are the 16-tonners, which are available with normal- or forward-control, and have Henschel 192-h.p. diesel engines; allowing them to operate at 32 tons gross train weight in compliance with the German regulations demanding a minimum of 6 b.h.p. per ton gross. These HS 16 types have payload

ratings of between 8 and 9½ tons, according to wheelbase and type of body and, as demanded by German law, the rear-axle loading does not exceed 10 tons.

Similar in appearance are the HS 14-ton-gross 180-h.p. machines, the payload ratings of which range from 7½ to 8 tons, or which can operate at a gross train weight of 30 tons. The smallest of the new Henschels is the HS 12, which has a 132-h.p. diesel and a gross solo rating of 12 tons.

Striking new cabs have been developed for these otherwise reasonably conventional types, a particular feature of the cab design being that normal-control, forward-control and forward-control-sleeper cabs all share a large number of common sub-assemblies. All the variations of this cab are well finished and look extremely comfortable, standard features including pendant pedals, heater and demister, padded sun visors, screen washers and neat "push-button" facia-panel switches to control not only the lights but also such mechanisms as the rear-axle-differential lock and, on 4 x 4s, the front-axle-drive engagement.

Daimler-Benz, A.G., are represented in this revival of the 16-ton-gross heavy-duty class by their 334 models which, in common with most German vehicles of this size, are available in normal- and forward-control configurations. The 334 has an export rating of 18½ tons, and towing a trailer its maximum weight rating is 34½ tons. It has a 200-h.p. engine and several minor but interesting features which could well be incorporated eventually on lighter Mercedes-Benz chassis.

(Continued on page 291)



Kaelble are represented in the 16-ton-gross league by their K 652 LF forward-control design. It has a payload rating of 9 tons and Kaelble 192-h.p. diesel engine.

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Gottlob Auwärter have developed three new Neoplan types, this example being a 34-seater. The large side windows and paired headlamps will be noted.

One of these features is that Hella "square" headlamps recessed into the front bumpers replace conventional circular lamps incorporated in the radiator grille. This is said to be more than just a styling change, the type of lamp and the lower location being claimed to reduce the degree of dazzle which occurs when the vehicle is laden. In other words, it provides a measure of compensation for deflection of the rear springs.

The rear mountings of some of the Mercedes-Benz cabs have been improved by the use of a light inverted semi-elliptic spring, movement of which is controlled by small telescopic dampers beneath each side of the cab.

The LS 334 tractive-unit exhibit reveals several other new features. One of these is a rear-axle anti-roll bar, which is rubber mounted to the chassis frame. Another innovation is the use of a special sub-frame riveted to the main chassis frame and running from the rear of the cab to the end of the frame. This provides the mounting fixture for the fifth-wheel coupling and gives more even distribution of stresses. The third innovation is a neat winch-type spare-wheel carrier.

Introduction of new power units for the 190 and 190 D

private cars has led to improvements in the 319 series of 1½-ton vehicles in respect of power output. The new diesel engine now offered produces 55 b.h.p., and its petrol alternative is 78 b.h.p. compared with the outputs of 43 b.h.p. and 68 b.h.p. respectively of the earlier engines. These power units should appreciably improve overall performance, particularly in view of the marked increase in torque output claimed by the manufacturers.

Büssing and Krupp have introduced no new designs for this year; Büssing have re-introduced their Commodore four-wheeler for normal 16-ton-gross operation, whilst Krupp already had a 16-ton-gross design in production, this being the 901 type.

Faun and Kaelble, however, have each introduced new vehicles of this type, the Faun models being available with either forward- or normal-control cabs. The Faun models have Deutz eight-cylindrical air-cooled 195-b.h.p. power units whilst the Kaelble design has a Kaelble diesel engine which develops 192 b.h.p. at 2,100 r.p.m.

A new Magirus-Deutz 16-ton-gross model has been developed also, this being the Jupiter 200 F-L, the payload rating of which is about nine tons. The Jupiter 200 F-L has a Deutz 200-b.h.p. engine and six-speed gearbox.

Thus it will be seen that most of the German heavy-vehicle manufacturers are in a position to offer heavy-duty four-wheelers with engines developing about 200 b.h.p. to enable them to operate at gross train weights of 32 tons, or 16 tons solo. None of these models would have been acceptable had the German Minister of Transport, Doctor Seeböhm, had his way in 1958, his proposals being 12 tons gross solo weight and 24 tons gross train weight.

As a result of the Regulations having been changed, however,

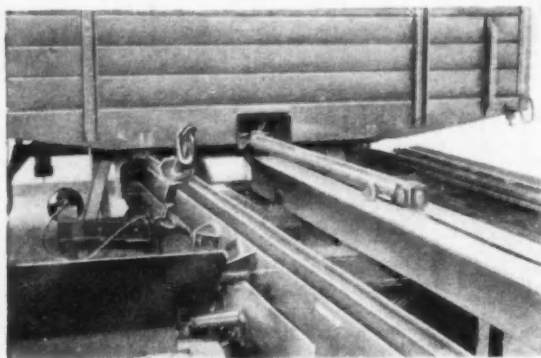


(Left) Haller have been producing this road sweeper to Lewin patents for about the last 18 months. It is powered by a Unimog 34-b.h.p. diesel engine. (Below) The cab of the new Magirus Deutz 16-ton-gross four-wheeler has seating accommodation for four, and two sleeping bunks. Note the large roof ventilator.



(Above) This Tempo Matador single-car transporter can cope with quite large vehicles. When loaded, the rear end is hydraulically raised.





The Teha system of demountable bodies has a central chain which pulls and pushes the body on and off. Channels on the chassis frame guide the body while it is moving.

Daimler-Benz intend to stop production of their 333 twin-steer model, as the need for it has disappeared, it having been introduced only to overcome the 12-ton-gross and 8-ton per axle limitations.

Several fairly new non-German goods vehicles are exhibited, including a D.A.F. 15-ton-gross four-wheeler intended primarily to form the basis of a concrete agitator. This A 1900 DD-360 model has a D.A.F.-Leyland 120-b.h.p. diesel engine, six-speed gearbox, air-hydraulic braking and a wheelbase of 12 ft. Its payload rating is about nine tons, assuming normal-weight drum and agitating equipment.

Another D.A.F. innovation is a more powerful version of their Daf 6-cwt. pick-up. As originally introduced in January, this had a 600 c.c. 22-b.h.p. twin-cylindered air-cooled petrol engine, but the latest version has the engine of the new Daffodil car, and this 750 c.c. unit produces 30 b.h.p. at 4,000 r.p.m. and 42 lb.-ft. at 2,800 r.p.m.

The new engine has a cowled, fan-induced cooling system, and the unique Variomatic transmission has been modified slightly to provide a "kick-down" effect when full-throttle acceleration is required.

A relative newcomer from outside Germany is the Steyr 780 forward-control 7½-8-tonner. It has a water-cooled 132-b.h.p. diesel engine and five-speed gearbox, the ratios of which can be doubled by specification of a two-speed auxiliary box mounted at the propeller shaft centre bearing.

Similar in weight and power output is the new M.A.N. 735 H 7½-tonner, which is in effect the 770 8-tonner with the engine of the 635 L1 6½-tonner. Because this engine's output is 135 b.h.p., the 735 H will be restricted to a gross train weight rating of 22½ tons.

A similar transformation has resulted in the M.A.N. 1070 L1, which is a 9-tonner based on the 10.210 10-tonner with the engine of the 770 8-tonner. This engine develops 172 b.h.p., so the maximum legal gross train weight rating of the 1070 would be 28½ tons.

The introduction of these two M.A.N. variants indicates that not all German operators want absolute maximum-capacity four-wheelers, many being happy with 14-ton-gross designs or low-powered 16-ton-gross types.

The biggest news in the passenger field is that Kässbohrer have dropped air suspension, although with one exception all the coaches and buses exhibited at Frankfurt are the same as the models of two years ago apart from their steel springs.

The exception is the Setra S 14, a new design built with the maximum permissible length in Germany of 39 ft. By going so far as to recess the front and rear bumpers flush with the panelling, and by moving the engine back and locating the radiator alongside it (with hydraulic fan drive) it has been possible to install 59 coach-type seats in the S 14, whilst as a bus it could have 55 seats and standing room for a further 44 passengers.

The S 14 has a Roots-blown Henschel 150-b.h.p. diesel engine and the new Z.F. S.845 eight-speed semi-automatic gearbox. Its unladen weight is about eight tons.

The suspension adopted for all the larger Setra passenger

vehicles consists of rubber-mounted leaf springs which carry 75 per cent. of the load, additional loading being catered for by rubber auxiliary springs. In an endeavour to obtain as long a spring life as possible a central lubrication system is incorporated which automatically sprays each spring at 200-mile intervals.

In other respects the main passenger-vehicle manufacturers do not appear to have altered any of their designs, and most of their products are still fitted with air suspension as standard or are available with such systems as optional equipment.

In the case of trailer and semi-trailer manufacturers, however, the position is quite different. I could find only one air-sprung trailer at the Show, and this was the Dutch D.A.F. Eurotrailer. Certainly all the German manufacturers appear to have gone back to leaf springs, although by way of a change there is an Esterer tanker semi-trailer with Hendrickson rubber-sprung bogie.

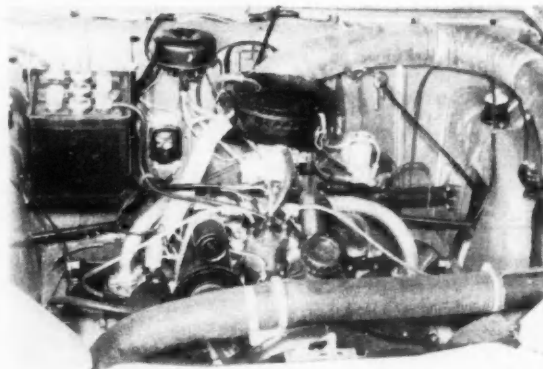
Returning to the passenger-vehicle exhibits, Gottlob Auwärter have introduced a new series of Neoplan buses and coaches known as the Hamburg type. All have Henschel engines and Z.F. gearboxes and the smaller type—the NH 6/8, which has an overall length of 27 ft., can accommodate between 25 and 42 passengers, according to the layout. The intermediate model has an overall length of 34½ ft. and can seat up to 62 passengers, whilst there is a 39-ft.-long model to seat up to 72 persons.

All these new Neoplan models have air suspension, with independent suspension on the front wheels, and the engines are mounted at the back. A feature of the bodywork is that the side windows are curved to include the cant panels, thereby improving the range of vision for the passengers to a marked degree. Webasto oil-burning heating is incorporated.

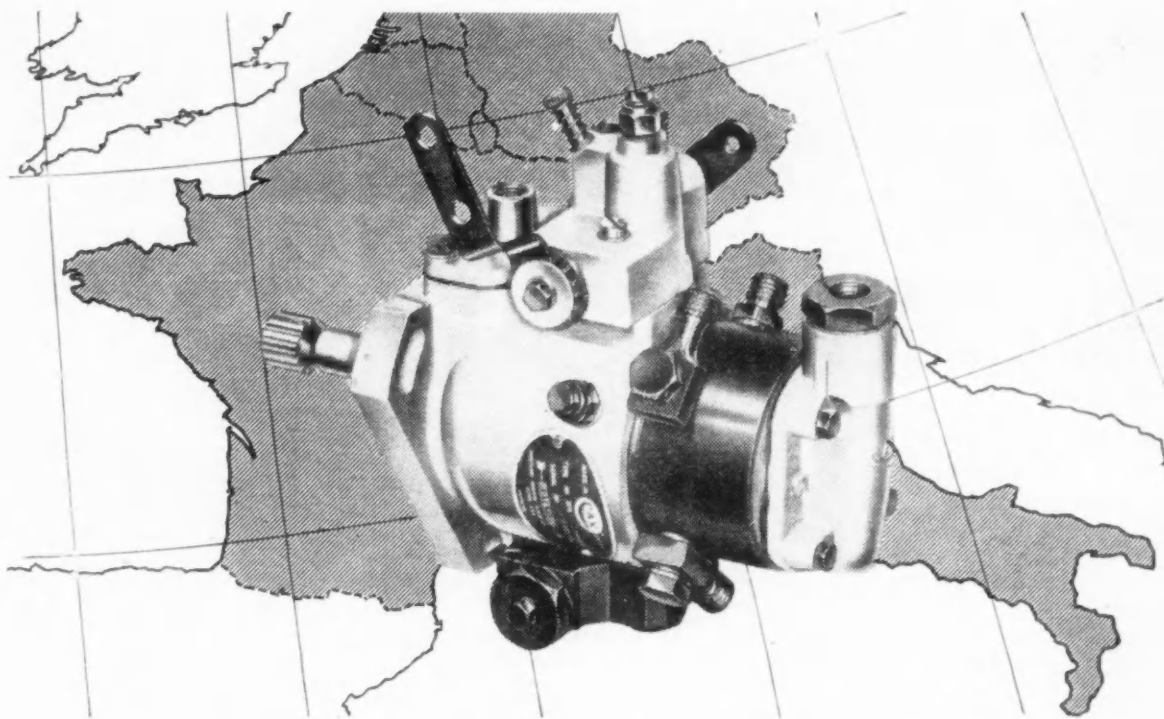
Attractive coaches are shown by Steib and Vetter also, the Steib model having similar side windows to those employed by Auwärter. The latest Vetter body is the Hochsitzer, and is exhibited on a Mercedes-Benz O317 underfloor-engine chassis. The Hochsitzer derives its name from the fact that all but the first two rows of seats are mounted on a raised floor, this in turn necessitating a raised roof section for the major part of the vehicle's length. Not only does this give increased passenger visibility, but also makes it possible to provide 353 cu. ft. of baggage space under the floor.

An interesting goods-bodywork exhibit is the Spitzer 710 cu. ft. bulk-grain transporter semi-trailer. The carriage of grains, sugar and flour is a relatively recent innovation in Germany, although cement and chalk have been transported in bulk for a number of years. The Spitzer tank has three compartments and all internal surfaces are angled at 45° to give clean discharge from the bottom outlets. An air-cooled centrifugal compressor mounted on the tractive unit gives a discharge rate of one ton per minute, and grain can be loaded up to 500 ft. away from the tanker in a horizontal direction, and 130 ft. vertically.

The 710-cu.-ft. model weighs five tons unladen, and larger types with capacities of up to 1,270 cu. ft. (which weigh seven tons empty) can be built.



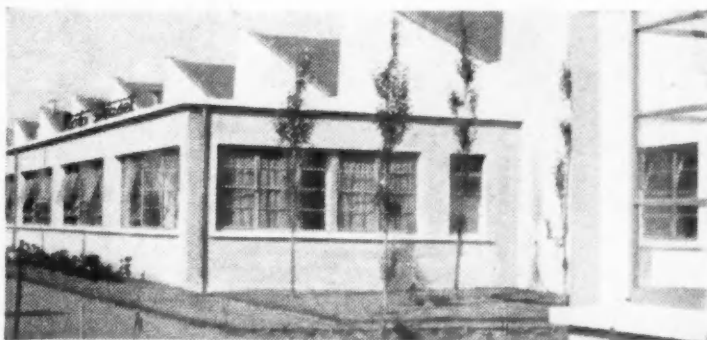
The latest Daf pick-up has a new 746 c.c. twin-cylindered o.h.v. petrol engine, developing 30 b.h.p. at 4,000 r.p.m. Ducted engine air-cooling is incorporated.



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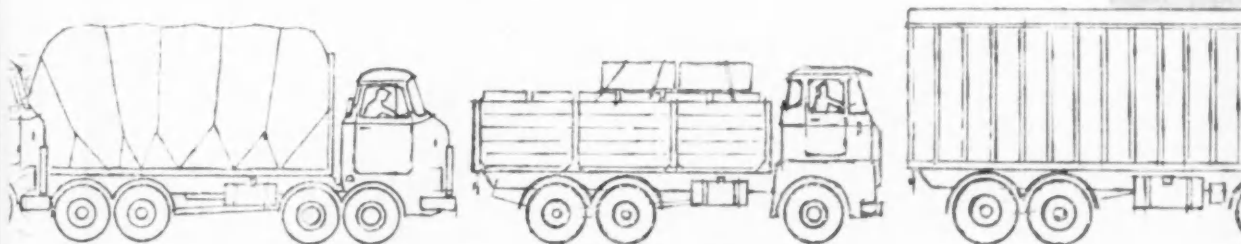


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Tipping — semi-trailer style

"Do it Yourself" Handling

A REDUCTION in vehicle turnaround time from 1½-2 hours to less than 10 minutes has been achieved by the Welsh Agricultural Organization Society, Ltd., at their depot in Aberystwyth, by using a system based on Armstrong Whitworth Rolamat conveyor track. This is a light weight heavy-duty roller conveyor originally produced by the makers Sir W. G. Armstrong Whitworth Aircraft, Ltd., Hucclecote, Gloucestershire, to facilitate the pallet loading of aircraft.

In the W.A.O.S. application, standard

available. Payload penalty of employing the system is 2-3 cwt. for each vehicle.

The body is mounted on the chassis on five lengths of Rolamat, which are supported on steel channel-section cross bearers, the body being locked in position by pegs on the nearside and by hinged clamps on the offside. When an empty vehicle returns to the warehouse the body is manually rolled off the chassis on to corresponding lengths of Rolamat attached to the deck, and the vehicle is then backed into the loading bay on

the aid of two manually operated jacks which are mounted on swinging arms attached to wall brackets. The body is transferred to the vehicle by a manually operated winch.

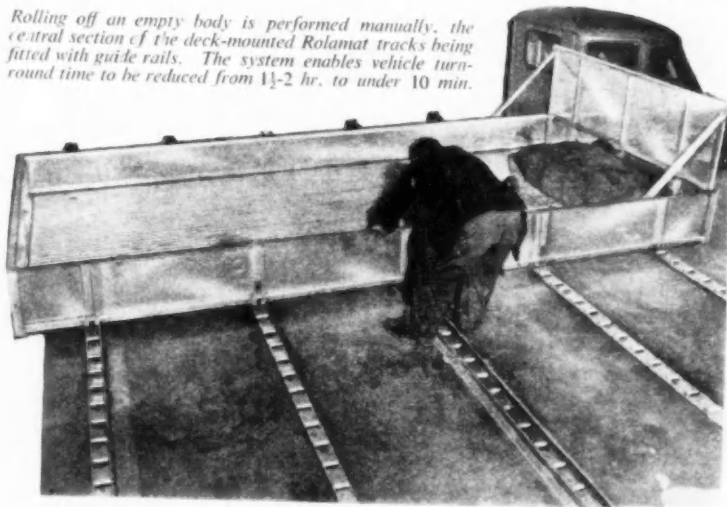
The Mk. 2 type of Rolamat employed for the system is equipped with light-alloy rollers which are mounted on heavy-duty needle-roller bearings, the spindles being of high tensile steel. Each roller can withstand a load of up to 500 lb. and the track is available with roller pitches of 3 in., 6 in. and 12 in.

Designed for lighter loads and operations involving acidic conditions, the Mk. 1 Rolamat is fitted with rollers of linen-reinforced Bakelite, lubricated with graphite. Both types of roller are produced in standard track lengths of 18 ft. 1 in., but can be supplied to meet users' requirements.

Floor Mounting

More usual applications of Rolamat include a longitudinal mounting on the floor of the vehicle to provide easy transfer of pallets or cased goods to the front of the body after being loaded by fork-lift trucks. In an experimental system the Rolamat sections are retractable, so that the pallet can be lowered on to the floor of the vehicle for transit. The steel channel members carrying the sections are raised above floor level by inflatable rubber bags, supplied by a battery-operated electrically driven compressor.

Rolling off an empty body is performed manually, the central section of the deck-mounted Rolamat tracks being fitted with guide rails. The system enables vehicle turnaround time to be reduced from 1½-2 hr. to under 10 min.



sections of Rolamat are fitted to the chassis of an Austin 4-tonner and to the loading deck of the warehouse to enable demountable aluminium bodies to be transferred sideways from chassis to deck without hoisting gear. The bodies are produced by Alfred Miles, Ltd., an associated company.

The system was demonstrated at a Press function last week and, as explained by Mr. S. W. Hill-Male (who evolved the system), the scheme represented a "do it yourself" project, for which only limited funds were available rather than an example of Rolamat application devised to give maximum efficiency. This would have involved rebuilding the warehouse to afford end-loading of the bodies.

Fleet Reduction

Because the Society's vehicles are employed for deliveries within a radius of 15 miles, delays at the warehouse represent a large proportion of the total working time. Although only one vehicle has as yet been converted to Rolamat operation, in conjunction with two 14-ft. 6-in. aluminium bodies, the resultant gain in vehicle utilization has made it possible to reduce the fleet from six vehicles to five. By the end of the year two vehicles will be employed using three bodies and it is envisaged that eventually the same tonnage will be carried by three vehicles for which five bodies will be

After the level of the chassis has been matched to the height of the warehouse deck with the aid of steel cones at the rear of the vehicle and wall-mounted jacks at the front, the laden body is manually winched onto transversely-mounted Rolamat sections attached to the vehicle longitudinally.



the opposite side of the warehouse to receive a loaded body.

Two steel cones are attached to the rear of the chassis and, as the vehicle is backed up to the end wall, these are forced into the open side of a steel box embedded in the concrete which automatically adjusts the rear end of the chassis to the correct height. As the bodies are side loaded it is also necessary to stabilize the front end of the chassis at the correct level and this is done with

In one version of the system the conveyor is arranged in three "stations," the rear station being fitted with transverse conveyor sections as well as longitudinal sections to provide for side loading in addition to end loading. The transverse sections are raised ¼ in., whilst the lift of the longitudinal sections is ⅞ in., so that after side loading at the rear the pallet can be lowered on to the longitudinal sections for movement to the front of the vehicle.

Planning for Profit

Division of "Artic" Costs

Weekly Expenditure Incurred in Operating a 10-ton Oiler 800 Miles a Week is Analysed; Exceptions to the Road Traffic Act, 1960

IN this series a fortnight ago, when dealing with the employment of credit facilities for the purchase of commercial vehicles, the cost of operating a 5-ton oiler when averaging 600 miles a week was detailed. In addition to giving the total cost, this was also analysed as between the estimated current and periodic expenditure. The object of this was to emphasize that the immediate cost of running a new vehicle was only part of the operator's total ultimate liabilities, and in this particular instance amounted to 54.45 per cent. If this factor is fully appreciated at the outset there is less likelihood of an operator getting into difficulties with hire-purchase commitments due to these not having been paid off before the deferred operating costs begin to accumulate.

A reader now asks for a similar division of operating costs in respect of a 10-ton articulated outfit, with platform body and oil engine. An average total outlay for this class of vehicle is around £2,427. With an overall unladen weight of 4 tons 12 cwt., the annual licence duty would be £78. Inclusive of an appropriate amount for the carrier's licence fee the equivalent weekly cost for licences would be £1 12s. 10d.

The total cost of wages to the employer is reckoned at £10 3s. a week. This amount is based on the minimum remuneration payable to a driver operating in a Grade I area as defined in the Road Haulage Wages Regulations R.H. (70). To this is added appropriate amounts in respect of contributions to the new Graduated Pension and Insurance scheme and employers' voluntary indemnity insurance, and also an adjustment to allow for the cost of holidays with pay.

Rent and rates in respect of garaging the vehicle are reckoned at the equivalent of 14s. 8d. a week, whilst vehicle insurance adds £3 8s. 2d. a week. This latter amount is based on an annual premium of £170 8s., payable for comprehensive insurance cover on this type of vehicle operated by a haulier in a medium-risk area.

INTEREST charged at a nominal rate of 5 per cent, on the initial outlay of £2,427 adds the equivalent of £2 8s. 7d. a week, so giving a total of £18 7s. 3d. for these five items of standing cost. Based on an average weekly mileage of 800, which could be considered reasonable for this class of vehicle, the corresponding standing cost per mile becomes 5.51d.

Assuming that fuel oil is purchased in bulk at a price of 4s. 1½d. a gallon, inclusive of the recent addition of 3d. a gallon in fuel tax, and that an average rate of consumption of 11 m.p.g. is maintained, the resulting fuel cost per mile is then 4.52d. Lubricants add 0.27d. and tyres 2.08d. a mile. Maintenance is reckoned to cost 2.48d. and depreciation 2.71d. a mile. In order to obtain the balance to be written off, the equivalent cost of the original set of tyres is first deducted from the price of the tractor and trailer, with a further deduction for the ultimate residual value.

The resulting total running cost per mile is thus 12.06d. which, when added to the standing cost of 5.51d., gives a total operating cost per mile of 17.57d.

When 800 miles a week are operated the corresponding running costs per week would be: Fuel £15 1s. 4d.; lubricants 18s.; tyres £6 18s. 8d.; maintenance £8 5s. 4d.; and depreciation £9 0s. 8d., giving a total of £40 4s. When this amount is added to the standing cost of £18 7s. 3d., the total cost of operating this 10-ton "artic" 800 miles a week becomes £58 11s. 3d.

An analysis will now be made of these operating costs as between those which are likely to be incurred immediately and expenditure which will probably be deferred, assuming that the operator commences with a new vehicle.

It will be assumed also that the vehicle is, in fact, licensed annually, and that once the vehicle is put on the road no further expenditure will be incurred on this account for a further 12 months. Consequently, the equivalent weekly cost of £1 12s. 10d. will be allocated as periodic expenditure.

WAGES, however, will obviously be paid out weekly, and it will be assumed that in this instance garage rent also falls in the same category. It is also likely that the cost of the insurance premium and the interest charged on the initial outlay could be considered deferred expenditure. As a result of a total standing cost of £18 7s. 3d., £10 17s. 8d. could be considered current weekly expenditure, whilst the balance of £7 9s. 7d. would have to be met at a later date.

A similar division of running costs would result in fuel (£15 1s. 4d.) and lubricants (18s.) being dealt with as current expenditure with tyres (£6 18s. 8d.) and depreciation (£9 0s. 8d.) as deferred costs.

The remaining item of running costs, namely maintenance, requires special consideration. As the term "maintenance" used in this context includes washing, servicing and repairs, it is probable that some of the minor servicing tasks, as well as washing, will be performed periodically, say weekly, rather than on a mileage basis. An amount of £1 10s. of the total weekly maintenance cost of £8 5s. 4d. will therefore be arbitrarily considered current weekly expenditure, and the balance of £6 5s. 4d. as a deferred cost.

The total current weekly running cost is therefore £17 9s. 4d., leaving a balance of £22 14s. 8d. to be met later. Similarly, the total operating cost of £58 11s. 3d. can be divided into current cost £28 7s. (48.41 per cent) and deferred cost £30 4s. 3d. (51.59 per cent.).

WITH the enactment of the Road Traffic Act, 1960, the law affecting road transport was, at least to some extent, simplified. This was because the 1960 Act consolidated, with

(Continued on page 295)

This Atkinson tanker outfit has recently been supplied to Dobson (Contract Hires), Ltd., by Ryland Garage Ltd., Birmingham, for the bulk transport of lager beer. It is powered by a Gardner 6LX diesel engine driving through a 5-speed direct-top gearbox to a double-reduction rear axle. Air pressure brakes and Synchromic lubrication are employed.



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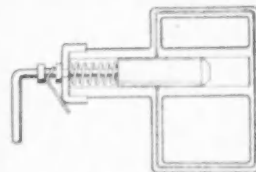
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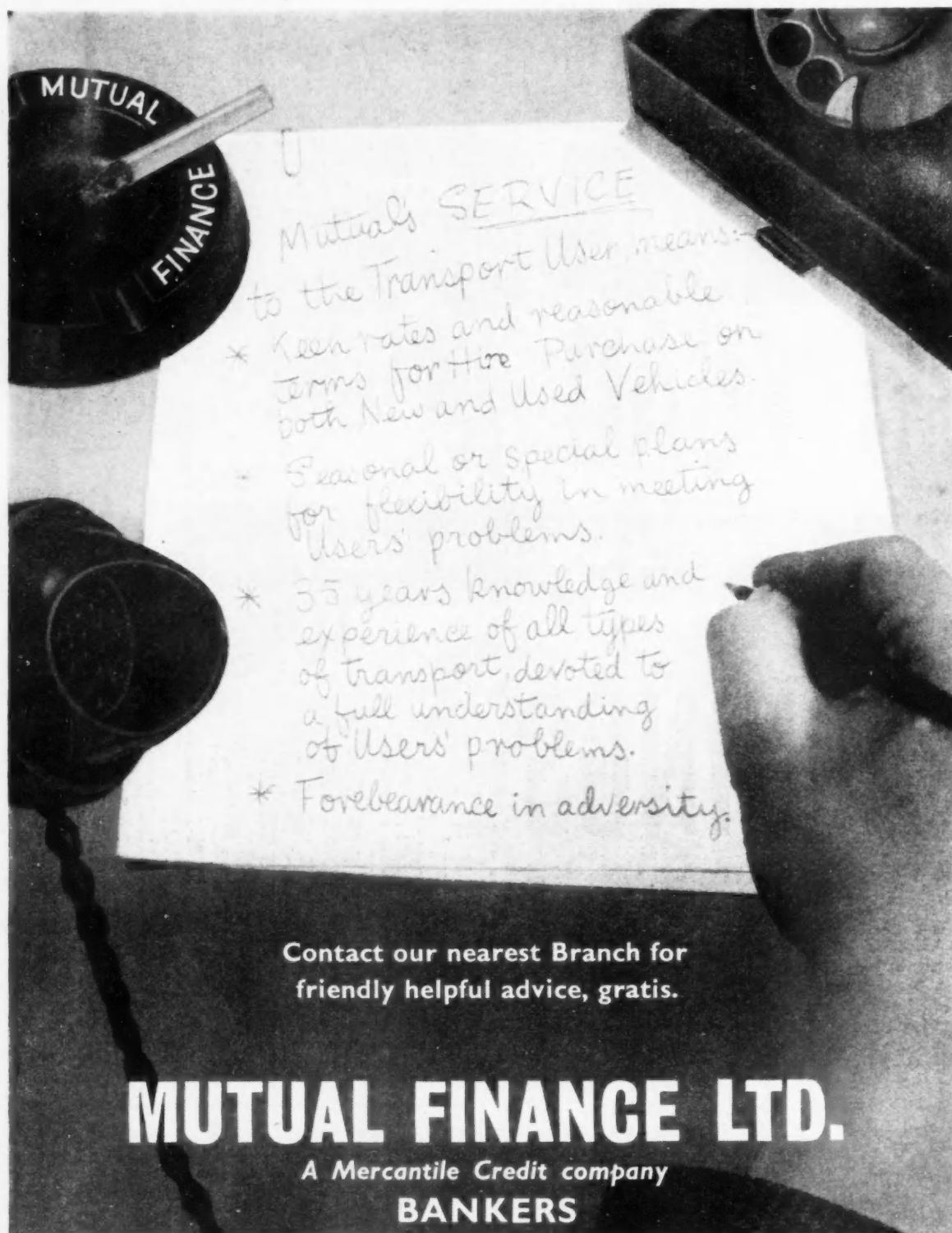
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minor amendments, the previous principal enactments relating to road traffic, namely the Road Traffic Act, 1930, the Road and Rail Traffic Act, 1933, the Road Traffic Act, 1934, and the Road Traffic Act, 1956.

As a result, however, those not familiar with these earlier Acts and whose first introduction to road transport law is the Road Traffic Act, 1960, may find difficulty in tracing the authority for some of the exemptions to specific sections of the 1960 Act. This is because, as a result of the consolidation, some of these exemptions appear, superficially, to be dated prior to the Act itself.

An example of this concerns the general requirement to provide an attendant when a trailer is drawn. A reader who has already acquainted himself with the section of the 1960 Act setting out such requirements asks in what subsequent section of the 1960 Act are the several exemptions given when an attendant need not be carried.

Dealing first with the general requirement, the details are set out in Section 72 of the Road Traffic Act, 1960. The various requirements relative to attendants employed on heavy locomotives, light locomotives and other motor vehicles are stated. But the only exemption given in Section 72 results from the definition of the word "trailer," in this context not including a vehicle used solely for carrying water for the drawing vehicle, or an agricultural vehicle not constructed to carry a load.

The bulk of the exemptions, however, continues to be given in Regulation 105 of the Motor Vehicles (Construction and Use) Regulations, 1955. The major exemption, in that it has the most general application, is in the case of an articulated vehicle. More specialized exemptions include the occasion where a land instrument is being drawn by a land locomotive or a land tractor or, alternatively, when an agricultural trailer is being drawn by a land tractor.

AN attendant is not required when a trailer with not more than two wheels is drawn by a motorcar or a motorcycle, or where a four-wheeled trailer has two close-coupled wheels on each side and is drawn by a motorcar.

Further exemptions limited to special types of work include any closed trailer specially constructed and used for the conveyance of meat between docks and railway stations, or between wholesale markets and docks or railway stations. Similarly, any machine or implement used for the purpose of maintenance, repair or cleansing of roads, or any trailer used solely in connection with street cleansing, refuse collection or gully or cesspool emptying, does not require an attendant.

Probably of wider application is the exemption which permits a works truck to draw a works trailer without an attendant if the unladen weight of each does not exceed 30 cwt. Also where a motor vehicle is drawing a trailer not exceeding 1 ton in unladen weight, or a trailer not constructed to carry a load other than special plant or appliance which is essentially a permanent fixture and not exceeding 45 cwt. in total weight, an attendant is again not required. A trailer which is a living



One of two Commer 7-ton, 13-ft. 6-in. wheelbase vans recently supplied to British Celanese, Ltd., by E. H. Pickford and Co., Ltd., Derby. The 875-cu.-ft. bodies are of integral construction by Whitacre's (Stoke-on-Trent), Ltd., Hanley. Exterior panelling is in aluminium with a translucent glass-fibre roof.

van and does not exceed 2 tons in unladen weight and, additionally, if fitted with pneumatic tyres can also be towed without an attendant if the brakes of the trailer automatically come into operation on the overrun of the trailer.

In addition, any road roller is permitted to draw a trailer without having to carry an attendant. Where a motor vehicle is drawing a broken-down vehicle, whether or not in consequence of a breakdown, in such a manner that the broken-down vehicle cannot be steered by its own steering gear, an attendant is again not required.

A TYPICAL example of the type of inquiry often received states that the reader is considering entering the road haulage industry and asks for information as to any publication which will enable him to have an appreciation of the problems likely to be encountered.

At the outset it must be emphasized that successful road transport operation is normally only possible following many years' practical experience in the industry. Only on such experience can a sound judgment be founded when urgent and vital decisions have to be made, as is especially the case in an industry so closely and persistently involved with the time factor.

In circumstances where a potential operator is starting from scratch, as is presumably the case with this reader, it would seem prudent for him to make an initial survey in the area in which he intends to operate as to the likelihood of there being sufficient profitable traffic. This presupposes that he will be able to determine what, in fact, is profitable traffic. This can be done only by having a full knowledge of the likely operating costs. For this reason a potential operator would be well advised to obtain a copy of the current edition of "The Commercial Motor" Tables of Operating Costs, obtainable from the offices of this journal, price 4s., postage paid. In addition to containing details of the operating costs of most types of goods vehicles, articles are also included on the general principles of costing and recording.

If, after making such a survey, the potential operator is still convinced that his basic proposal has commercial possibilities, it will then be necessary for him to obtain some knowledge as to the procedure in applying for and obtaining a carrier's licence, by perusing the leaflet GS/7, obtainable from the local office of the Licensing Authority in whose area it is intended to operate. S.B.



British-designed Coles cranes have been chosen to handle Titan, Bomarc and Minuteman guided missiles in the U.S.A. during the manufacturing stage and on the launching sites. Remote-control systems have been incorporated to provide accurate positioning of a missile.

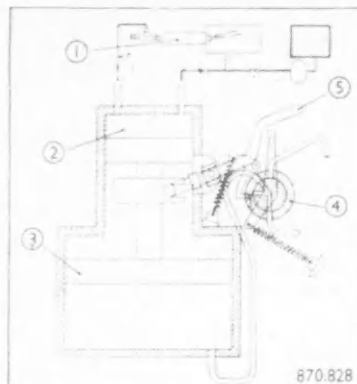
Injector Nozzle Testing Unit

A UNIT for testing injector nozzles is shown in patent No. 870,828. (A.B. Gotaverken, Box 885, Goteborg 8, Sweden.)

Referring to the drawing, the nozzle (1) under test discharges into a transparent box so that the form of the spray can be easily observed. The pressure on the fuel is generated by a small piston working in a cylinder (2). The piston, which corresponds in size to that of a conventional fuel-pump plunger, is con-

nected to a larger piston (3) by a rigid member incorporating a grooved collar.

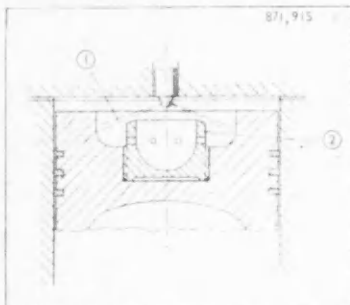
This is operated by compressed air admitted and allowed to discharge by a semi-rotary valve (4). By means of a lever (5) the valve is coupled to the piston so that a rapid oscillation is set up, simulating that obtained from an injection pump. All such valve mechanisms have a dead point at which everything is at rest, but in this case the momentum of the piston is said to carry it over.



TWO-PART COMBUSTION

DIVISION of the combustion in an oil engine into two separate periods is the aim of a scheme shown in patent No. 871,915. The object is to avoid the usual high-pressure peak by substituting two peaks of lesser magnitude. The arrangement is claimed to reduce both noise and smoke. (Daimler-Benz A.G., Stuttgart-Unterturkheim, Germany.)

The drawing shows a piston rising on the compression stroke within 20° of



top dead centre. Injection occurs in the form of a wide-angled spray cone (1) directed towards the outer parts of the combustion space. Combustion starts, but before it is complete the rising of the piston causes the fuel spray to be intercepted by a cup-shaped insert (2). The effect is to initiate a second combustion inside the cup.

The cup is heat-insulated from its surrounding and reaches a high temperature, a feature that assists the second stage of combustion.

IMPROVING EFFICIENCY

A SCHEME for making use of more of the developed heat of combustion in a diesel engine is shown in patent No. 870,993. The principle is to make water-gas from heat stored in the piston whilst it is at the bottom of its stroke and burn it on the firing stroke. (Maschinenfabrik Augsburg-Nürnberg A.G., Nuremberg, Germany.)

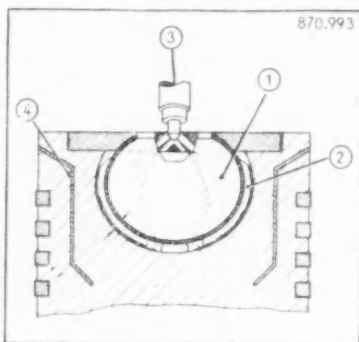
A double-walled combustion chamber (1) is employed; this may be either in the piston crown, as shown, or in the cylinder head. The dividing wall (2) is very thin and is much closer to the piston than the drawing suggests, the actual spacing being minute.

840

The wall is made of porous material or has numerous small perforations and is impregnated with a catalyst, such as powdered platinum, aluminium oxide or other substance.

In operation, both fuel and water are injected together, the fuel coming from the nozzle (3) and the water from another, not shown. Injection of both occurs before the start of the compression stroke.

The fuel and water evaporate and, with the heat from the piston wall and the action of the catalyst, react themselves to form carbon monoxide and



hydrogen. These gases mingle with the air and at the top of the compression stroke are ignited by either the heat of compression, a sparking plug or an igniting charge of fuel. A heat-insulating layer (4) is preferably built into the piston.

DUAL-PURPOSE VEHICLE

A VEHICLE able to be converted easily to carry a bulk container or a normal body is shown in patent No. 869,099. (Amalgamated Limestone Corp., Ltd., 15 Stanhope Gate, London, W.1.)

A quick-change body fixing is the subject of the patent. The drawing shows a vehicle carrying a cylindrical container (1) normally used for transporting bulk cement. It is attached to the frame at two points on each side (2)

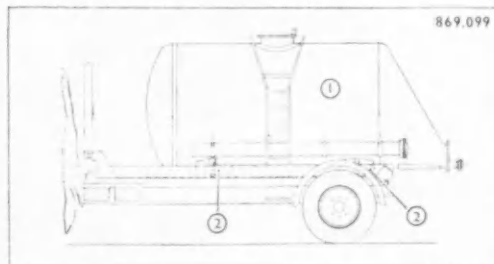
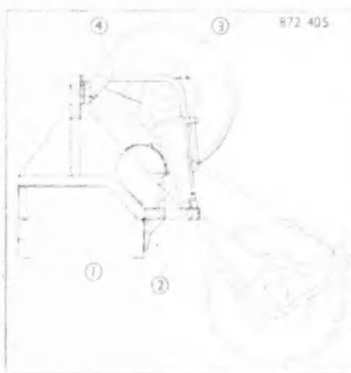
Quickly detachable mountings are used at these points. They have spherical seatings to provide accurate location of the body.

HEAVY SPARE WHEELS


LIFTING and lowering gear for the spare wheel of a heavy vehicle is shown in patent No. 872,405. (Kennedy and Kempe, Ltd., Harewood Forest Works, Longparish, Andover, Hants.)

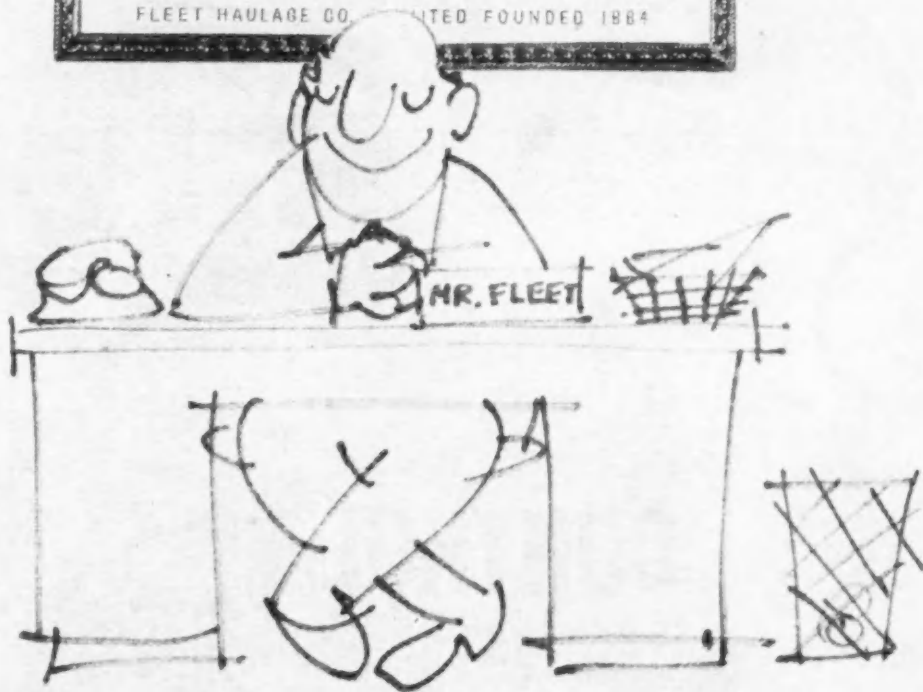
The drawing shows the equipment in both the raised and lowered positions. A carrier beam (1) is pivoted at the point (2) on a bracket on the chassis. The wheel is carried on a dummy hub (3) which can revolve and is fitted with a brake.

A wire cable (4) is wound on a drum on the hub so that as the wheel descends the cable lengthens, the brake controlling the rate of descent. To raise the wheel, it is used as a winch, being turned manually to wind up the cable. The brake shoes are retracted automatically during the lifting operation.



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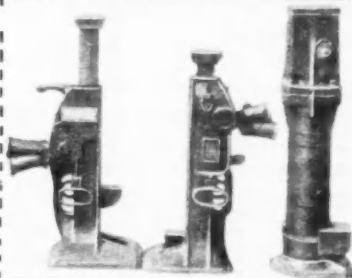
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CLASSIFIED

THE
COMMERCIAL
MOTOR

ADVERTISEMENTS

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50, Hertford St., Coventry. Telephone: Coventry 27414.
1, Brzenno St., Manchester. Telephone: Deansgate 6114-8.
12, Renfield St., Glasgow. Telephone: Glasgow Central 1413.

GOODS VEHICLES FOR SALE AND WANTED

USED GOODS VEHICLES

A.E.C.

A.E.C. Matador, unregistered, good working order, new battery, spare wheel and tyre, winch, air brakes, etc. £300. L. W. Vass, Ltd., Amphil, Amphil 3255-6.

1947 A.E.C. 9.6 8-wheel rigid twin drive 25-ft. platform body, new 1957 cab and reconditioned engine last December, £650.

T. COVENTRY GARAGE, LTD. Hulshead Rd., Coventry. Phone Coventry 28581. 928-6429

A.E.C. Diesel Matadors, 4 x 4, heavy-duty power winch, full air brakes.

A.E.C. Diesel 6 x 6 chassis and cab.

T. CUNLIFF, 45 Wellington Rd., Handsworth, Birmingham, 20. Northern 9832. 928-126

A.E.C. Matador 4 x 4, unused, new-type cab, very attractive looking. £750. Barnards, Stowmarket. Phone 621 three times.

1958 A.E.C. 8-wheeler, 9.6 engine, new style full front cab, double drive, 10.00 x 20 tyres, air brakes, one owner since new, 25-ft. platform body, in excellent order, £1,650.

ALSO other good A.E.C. vehicles in stock.

RUSH GREEN MOTORS, Langley, Hitchen, Herts. Stevenage 174. 928-225

1956 8-wheeler A.E.C. Mammoth Major, 9.6 engine, double-drive, air brakes, 40 x 8 tyres, very good condition, £1,000, choice of two.

A.E.C. 8-wheeler, double drive, 9.6 engine, air brakes, 40 x 8 tyres, late-type cab, in excellent condition, £1,200.

1956 4-wheeler, 9.6 engine, 20-ft. flat, in very good condition, £350. 4 Caruthers St., Liverpool, 3. Central 2047. 928-202

1950 4-wheeler, 9.6 engine, 20-ft. flat, in very good condition, £350. 4 Caruthers St., Liverpool, 3. Central 2047. 928-202

A.E.C. 4 x 4, full air brakes, civilian cab, 40 x 8 tyres, twins on rear, excellent condition. C. Rossetti, 155 Millbank St., Northam. Southampton 26590. 928-383

4 X 4 Dump truck, £625. Colnbrook 2741. 928-145

1956 8-wheeler Mammoth Major, excellent tyres and condition, air brakes, double drive, choice of several from £850.

BRAMWELL, PRESTON AND CO. LTD. Phoenix St., Bury, Lancs. Phone 4523 and 3900. 930-xB7664

1960, June, A.E.C. Mercury flat platform, as new, many extras, double tanks, radio, etc., cost £2,920, accept £2,000 any trial. Apply Samuel Hyde, Ltd., Pottery Merchants, Wolverhampton. Phone 23695, after 6 p.m. phone 52321. 929-x7086

A.E.C. Mercury Mark 2 long-wheelbase alloy bulk-body tipper, air brakes, 10.00 x 20 tyres, excellent condition throughout, £1,350. Phone, Lowestoft 5104. 928-x7687

A.E.C. Wanted

A.E.C. Monarch short-wheelbase. Full particulars, price. Box CM053, care of "The Commercial Motor." 928-451

ALBION

1961 Chieftain CH3 AXL, 9.00 x 20 tyres, 6-speed box, £1,781.

1961 Chieftain CH3 ALT, 9.00 x 20 tyres, 6-speed box, £1,782.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone Bawtry 462, 458, 457. 928-53

1955 ALBION Chieftain 7-tonner, alloy body, £150.

1951 ALBION Chieftain 7-tonner, alloy body, £150.

BOTH in excellent condition.

ERRINGTONS, Exington, Leicester. Phone 38102-3. 928-232

Used Goods Vehicles (contd.)

1957 ALBION Reiver, fitted Leyland engine, double drive, long flat platform body.

THE RELIANCE GARAGE (BRIDGEHOUSE), Wakefield Rd., Brighouse, Yorks. Phone, day, Brighouse 1677, night, Bradford 78486 or 71077. 928-244

1958 ALBION tractor unit, fifth-wheel coupler, vacuum brakes, reasonable price.

RYLAND GARAGE, LTD. Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 928-488

ATKINSON

THE NIGHTINGALE ENGRG. CO. LTD.

THE LONDON DISTRIBUTORS FOR ATKINSON.

ALL MODELS, COMPLETE SALES AND SERVICE

AT BALHAM, S.W.12

Kelvin 2191. 928-860

1953 ATKINSON 8-wheeler, 21-ft. flat, double drive, air brakes, 6LW, in good running order.

Prattis (Hereford), Ltd. Phone, Hereford 4221-6. 928-9

SEPTEMBER, 1953 ATKINSON 8-wheeler double-drop-side, 40 x 8 tyres, 6LW engine, 24-ft. flat body, £300.

R. JUSTICE, Winter Comes, Underwood, Notts. Phone, Langley Mill 5182 9 a.m.-9 p.m. 928-180

ATKINSON tractor unit, Model T 746N, 6LW Gardner engine, double reduction rear axle, 9.00 x 24 tyres, immediate delivery.

ATKINSON Model L1786N, 6LW Gardner engine, double drive, chassis and cab, immediate delivery.

1955 ATKINSON 8-wheeler, 24-ft. platform, 6LW engine, 9.00 x 20 tyres, recent overhaul.

1953 ATKINSON 8-wheeler, triple drop-side body, 6LW engine, 40 x 8 tyres, good condition throughout.

S. COOTS OF NOTTINGHAM, LTD., Lambourne Drive, Nottingham, Deer Park 221. 928-423

1957 ATKINSON 8-wheeler, long wheelbase, 6LW, latest type cab, double-drive axles, good tyres, fitted automatic greaser, 24-ft. 6-in. platform body, cab repainted, ready for work.

1958 ATKINSON 8-wheeler 24-ft. 6-in. flat, latest type cab, reasonable price for quick disposal.

1958 ATKINSON 8-wheeler, short wheelbase, 25-cu.-yd. tipper, 6LW, latest cab, Pilot gear, auto-greaser.

1959 ATKINSON 8-wheel short-wheelbase 25-yd. tipper, 6LW engine, latest cab, auto-greaser, repainted and ready for work.

RYLAND GARAGE, LTD. Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 928-487

AUSTIN

UNREGISTERED AUSTIN 5-ton K4 truck, new batteries, 1 painted, £140. 3-ton vans, roller shutter rear doors, £150. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 928-405

CLASSIFIED ADVERTISEMENTS

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Used Goods Vehicles (contd.)

CAR MART SALES, LTD.

AUSTIN COMMERCIAL VEHICLES DISTRIBUTORS

FOR LONDON AND ESSEX.

SIX MONTHS' GUARANTEE

WHERE STATED.

1960 AUSTIN A35 van, 12,000 miles, guaranteed, £285.

1959 AUSTIN A152 15-cwt. Omnivan, guaranteed, £285.

1957 AUSTIN LD2 11-ton B.M.C. diesel van, guaranteed, £345.

1959 AUSTIN LCO5 30-cwt. B.M.C. diesel, normal control drop-side truck, guaranteed, £525.

1956 AUSTIN 5-ton forward-control integral cab, alloy body boxvan, approx. 800 cu. ft., £475.

1959 AUSTIN 7-ton B.M.C. diesel, long-wheelbase drop-side truck, guaranteed, £595.

1950 AUSTIN 25-cwt. truck, £95.

1954 AUSTIN 4-ton B.M.C. diesel, normal-control Luton van, approx. 1,000 cu. ft., £295.

CAR MART, LTD.

WELSH HARP,

EDGWARE ROAD, LONDON, N.W.9.

Hendon 6500.

BOW DEPOT.

497^A OLD FORD ROAD,

LONDON, E.3

Phone, Advance 6501. 928-63

L. F. DOVE (C.V.) LTD.

AUSTIN COMMERCIAL DISTRIBUTORS.

DOVE'S PAY-AS-YOU-EARN SCHEME FOR USED

VEHICLES, 3 TONS AND OVER, 10, 15 OR 20 EQUAL

MONTHLY PAYMENTS.

1959 702 diesel prime mover, 2-speed axle, 9.00 x 20 tyres, 29,000 miles only, B.T.C. fifth-wheel coupling, 17-ton G.T.W., £995.

1959 AUSTIN 30-cwt. diesel drop-side truck, boiler, flasher, heater, screen, no writing, 8,000 miles only, six months' guarantee, £565.

1958 AUSTIN 13-cwt. van, green, £250, three months' guarantee.

1958 AUSTIN 1-ton van, grey, £100, three months' guarantee.

1955 AUSTIN 1-ton van, £100.

NEW VEHICLES FOR IMMEDIATE DELIVERY.

7-YD diesel tipper, power steering, 5-speed box, 9.00 x 20 tyres, Pilot all-steel drop-side body and twin underbody jans, cab shield calibrated.

DOVE Distributor 30-cwt., 2- and 3-ton standard alloy van, 400, 500 and 600 cu. ft., petrol or diesel.

ALSO full range of AUSTIN commercials from 5 cwt. vans to 15 tons and 150 ft. trucks.

L. F. DOVE (C.V.) LTD., 58 Lower Addiscombe Rd., Croydon. Addiscombe 3131. 928-509

1956 AUSTIN long-wheelbase tipper, B.M.C. diesel engine, new tyres, £295.

1953 54 AUSTIN A40 boxvans, clean smart, good tyres, from £100-£110. Edgware 2572. 928-150

AUSTIN, B.M.C. 1955 7-ton tipper, fitted with 6-cylinder diesel engine and 14-ft. 6-in. steel body with 4-ft. fixed sides. Ready for immediate work.

MAYFAIR GARAGES, Cotesby Rd., Farnley, Leam. Phone Tam 1396-7. 928-427

Used Goods Vehicles (contd.)

MARSTON MOTOR CO. LTD.

SEVEN SISTERS ROAD,
TOTTENHAM, LONDON, N.15
Phone, Stamford Hill 8000

MAIN RETAIL DEALERS FOR AUSTIN
COMMERCIAL VEHICLES AND SOLE DISTRI-
BUTORS FOR THORNYCROFT COMMERCIAL
VEHICLES FOR LONDON AND HOME
COUNTIES NORTH OF THE THAMES.

OFFER FROM STOCK

NEW LUTON VANS FOR IMMEDIATE
DELIVERY.

NEW AUSTIN new-type 30-cwt. diesel 500-cu-ft. Luton
van, in primer.
NEW AUSTIN 5-ton 1,700-cu-ft. diesel Luton van.
NEW AUSTIN 3-ton normal-control diesel drop-side
truck.
NEW AUSTIN 14 10-12-cwt. van.

1956 AUSTIN 3-ton forward-control 1,500-cu-ft.
Luton van body rebuilt and in primer, choice
of two, £395.
1956 AUSTIN 7-ton long-wheelbase drop-side truck,
2-speed axle, reconditioned engine 25,000 miles
only, £475. 928-409

AUSTIN 7-pick-up truck, green.
AUSTIN A35 van, cream.
AUSTIN A35 van, green.
AUSTIN A55 4-ton van, grey, bench seat.
AUSTIN 14 van, green.
AUSTIN 14 van, blue.
AUSTIN 152 pick-up truck, primer.

1960 AUSTIN A50 4-ton van, grey, heater, unwritten
one owner, taxed, £395.
1960 AUSTIN A152 van, one owner, 8,000 miles
only, £495. Trinity Cars, Ltd., 94 North
Side, Wandsworth Common, London, S.W.18. 928-251

DAWNIE MOTORS LTD.

EWELL BY-PASS, SURREY.
Phone, Ewell 2382.

NEW AUSTIN 30-cwt. drop-side truck, immediate
delivery.
NEW AUSTIN 19-cwt. Omnivan, immediate delivery.

1960 AUSTIN 15-cwt. van, heater, £325. 928-307

AUSTIN K4 civil defence rescue van, ideal for con-
version to travelling shop, mobile site offices, etc.,
exceptional value at £65 each. G. A. Rich, 514 Coldhams
Lane, Cherry Hinton, Cambridge. Phone 47597. 928-445

1956 AUSTIN 5-ton boxvan, above average condition,
£115. Edgware 2555. 928-358

BEDFORD

PARSONS AND PARSONS (GARAGES) LTD.

THE BEDFORD MAIN DEALERS.

FOR YOUR

NEW OR USED BEDFORD

BACKED BY SEVEN DAYS A WEEK AFTER-SALES
SERVICE. OFFER, SUBJECT TO REMAINING
UNSOLD, THE FOLLOWING—

NEW BEDFORDS

NEW BEDFORD 10-cwt. J.O.P. pick-up.
NEW BEDFORD 15-cwt. utility Basette green and grey
and cream.
NEW BEDFORD 4-ton forward-control 135-in. wheel-
base, 670-cu-ft. Huxton boxvan, 200 diesel.
NEW BEDFORD 7-ton forward-control 120-in. wheel-
base, Telchro, drop-side tipper, 8-speed gearbox.
7-TON TK, 167-in. wheelbase, 300 diesel, chassis cab,
8.25 x 20 Michelin X tyres, 3-piece wheels.
NEW BEDFORD 10-ton forward-control tractor, 300
diesel, 5-speed gearbox, air brakes and Scammell
coupling.

USED BEDFORDS

1960 BEDFORD Marshall utility Basette CAS, £475.
1959 (Late) BEDFORD 7-ton, 300 diesel, fitted Brico
extension, special 21-ft. flat platform body,
headboard, £795. Choice of two.
1956 BEDFORD 7-ton platform, diesel, £425.
1956 BEDFORD 16-ton tractor unit, diesel, £325.
1955 57 BEDFORD 15-cwt. CA vans, from £195,
choice of four.
1955 BEDFORD 30-cwt. boxvan petrol, £275.
1956 BEDFORD 30-cwt. Spurling van, £325.

PARSONS AND PARSONS (GARAGES) LTD.

MARLOW, ESSEX.

Phone, Potter Street 121. 928-6

Used Goods Vehicles (contd.)

HAMILTON MOTORS (LONDON) LTD.

THE MAIN BEDFORD DEALERS

WE always have a comprehensive stock of the first-class
Quality tested and other BEDFORDS for your
inspection.

MAKE sure you inspect these before you make your
purchase. A sample of our stock is as follows—

NEW BEDFORDS for immediate delivery.
NEW Vans, diesel and petrol.
4-TON chassis-cab and trucks.
7-TON, all models.

1960 BEDFORD Utilabrake de luxe, radio and
heater, blue and cream, one owner, low mileage,
£495.

1956 BEDFORD 25-cwt. Spurling van, blue, excel-
lent condition, £250.

1956 BEDFORD 5-ton long-wheelbase truck, diesel,
good mechanical condition, repainted, £375.

1955 BEDFORD 3-ton boxvan, good car tyres and
body, £365.

1954 BEDFORD 5-ton short-wheelbase tipper, good
gear body and tyres, £250.

1958 BEDFORD 7-ton S-type tipper, Leyland Comet
engine, steel body, good tyres, £795.

1955, December, BEDFORD 7-ton long-wheelbase
platform, good tyres, 9,000 x 20, good body,
£395.

1955 BEDFORD 7-ton long-wheelbase drop-side truck,
9,000 x 20 tyres, repainted, £395.

1959 BEDFORD 7-ton long-wheelbase drop-side truck,
400 diesel engine, 2-speed axles, very good
tyres and body, one C-hex owner, £895.

1957 BEDFORD 7-ton long-wheelbase drop-side truck,
Leyland Comet engine, painted red, £825.

1956 BEDFORD 5-ton boxvan, very good body, good
mechanical condition, painted green, £385.

1957 BEDFORD 6-ton long-wheelbase truck, Bedford
500 diesel engine, excellent condition, painted
blue, £550.

OUR showrooms are open until 6.30 p.m. daily and
5 p.m. Saturdays.

PLEASE note address of our additional premises—

252 BELSIZE RD., N.W.6. Mar 0712

HAMILTON MOTORS (LONDON) LTD.

400-401 EDGWARE ROAD,

LONDON, N.W.2.

AMBASSADOR 72H PADDINGTON 0022-8
928-165

WELCH'S GARAGE (STAPLEFORD) LTD.

1959 BEDFORD 15-cwt. van, new tyres, will print
to customer's choice of colour, small mileage
and no dents, £265.

1956 BEDFORD A-type 5-ton long-wheelbase,
P6 engine, fixed-side steel tipping body, £275.

1956 BEDFORD 7-ton long-wheelbase S-type, petrol
engine, standard drop-side body, £200.

1955 BEDFORD 7-ton short-wheelbase S-type, petrol
engine, steel tipper, £200.

LONDON ROAD, STAPLEFORD, CAMBS.

Phone, Shelford 307. 928-401

JUSSUPS (ROMFORD) LTD.

THE BEDFORD MAIN DEALERS.

FOR YOUR

NEW OR USED BEDFORD

7-ton BEDFORD diesel platform lorry, £225.

1954 8-ton BEDFORD diesel artic, fitted with
Scammell coupling gear, excellent condition,
£325.

1957 8-ton BEDFORD diesel truck, green, £325.

JUSSUPS (ROMFORD) LTD.

LONDON ROAD, ROMFORD, ESSEX.

Phone, Rom 4224. 928-67

1956 BEDFORD S-type tractor unit, Scammell hitch,
good condition, £415. Arnold 771. 928-136

1955 BEDFORD 10-12-cwt. van, diesel engine fitted
1958 special body, newly painted, £315. Law-
son Grubman, 135 Cricklewood Broadway, N.W.2.
Gladsione 2226. 928-19

1959 7-ton long-wheelbase diesel tipper, S type, 14-ft.
body, fitted with Hiab twin-ram loader
forward control, 9,000 x 20 tyres.

IMPERIAL GARAGES (BLACKPOOL) LTD., Dickson
Trd., Blackpool. Phone 25342. 928-19

JUSSUPS (STRATFORD) LTD.

125-131 STRATFORD ROAD, LONDON, E.15

Mar 6609

BEDFORD MAIN DEALERS

NEW BEDFORD TK 16-ton diesel tractor unit with
Scammell coupling, 8-speed gearbox.

1960 BEDFORD 15-cwt. diesel truck, one owner,
drives 16,000 miles, £595.

1958 BEDFORD 5-ton diesel boxvan, 850 cu. ft.
interior cab, low mileage, one owner, very
clean, choice of four, £575.

1958 BEDFORD 7-ton diesel boxvan, 800 cu. ft.,
25,000 miles only, very clean, one owner, £795.
928-01

Used Goods Vehicles (contd.)

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EARLY DELIVERY OF ALL NEW BEDFORDS.

1957 BEDFORD 3-ton diesel truck, choice of two.

1953 BEDFORD A-type 5-ton 1,000 gallon tanker.

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1955, November, BEDFORD 3-ton boxvan.

1957 BEDFORD 7-ton truck, Leyland diesel engine.

1960 BEDFORD 7-ton 300 diesel truck, 2-speed
axle.

LARGE SELECTION OF CA VANS

FROM £100.

OTHER MAKES AND MODELS ALWAYS

AVAILABLE.

BACKED BY UNEQUALLED SERVICE AND

SPARES FACILITIES.

BEDFORD RECONDITIONED ENGINES

FROM STOCK.

NEW TK MODEL AVAILABLE FOR

DEMONSTRATION.

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THE BEDFORD CENTRE

LIGHTON ROAD

LONDON, N.W.5.

Gallivier 5558. 928-001

HUNTER VEHICLES LTD.

CROWN WORKS,

290 SOUTHERY ROAD,

ENFIELD.

1955 BEDFORD 25-cwt. van, petrol, one owner.

1956 BEDFORD 8-ton diesel boxvan, 850 cu. ft., one
owner.

1957 BEDFORD 6-ton diesel truck, one owner.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184.

928-78

K.J. MOTORS LTD.

MAIN VAUXHALL BEDFORD DEALERS.

1955 BEDFORD 5-cu.-yd. petrol drop-side steel
body, 2,205. Anthony underfloor tipper, one owner, choice
of two, £205.

1956 BEDFORD 5-cu.-yd. petrol drop-side timber
Western tipper, one owner, £315.

WIDMORE ROAD, BROMLEY

Ravensbourne 3456 (10 lines). 928-179

1958 BEDFORD (petrol) 5-ton forward-control
platform truck 19-wt. from £395.

NEW BEDFORD TK TIPPERS.

151-IN. WHEELBASE,

AVAILABLE FOR IMMEDIATE DELIVERY.

BARTON MOTORS (PRESTON) LTD.

Preston 4664. 928-237

1955 BEDFORD 5-ton P6 18-ft. 6-in. platform, £165.
Edgware 2555. 928-369

BEDFORD A model, 1954, diesel, 7-ton long-wheel-
base 20-ft. platform, 48 x 8 rear, 4-blended condition,
completely overhauled, C. L. Amery, Canal Rd.
Congleton. Phone 2970. 929-6427

1952 BEDFORD long-wheelbase 5-ton boxvan petrol
engine, with roller-shutter back, very clean,
100% tyres, Thral body, £265.

1947 BEDFORD 5-ton long-wheelbase truck, Bedford
diesel engine, £395. Edgware 2552. 928-154

E. J. BAKER AND CO (DORKING) LTD.

BEDFORD

MAIN DEALERS

1959 BEDFORD (diesel) for sale, a fleet of 13 Model
155 (current type) normal control with 300-
cu.-in. Bedford diesel engines fitted with Anthony under-
floor gears and rear-4d. Always Working heavy-duty steel
bodies, cab guards, 3-16-in. floors, fixed and dropped
sides, 9,000 x 20 tyre equipment, average mileage 45,000,
ready for work.

1950 BEDFORD type 1400, petrol, 1,000
cu. ft. excellent order throughout, £150.

55-61 LONDON STREET

FHERNEY

Enoch 7000. 928-174

Used Goods Vehicles (contd.)

LAWSON PIGOTT MOTORS, LTD.

MAIN BEDFORD DEALERS.

BEDFORDS ARE OUR BUSINESS.

BOXVANS, Luton vans, pantechinics, tippers, trucks and articulated vehicles. Special bodywork, composite or aluminium alloy.

WE can usually give a favourable delivery and at the right price. For quality in workmanship, service and satisfaction you can rely on us. For recommendation we rely on you.

NEW BEDFORD 4-ton normal-control 1,000-cu-ft Luton van, diesel.

NEW BEDFORD TK 7-ton short-wheelbase chassis-cab, diesel.

NEW BEDFORD TK 7½-ton short-wheelbase tipper.

NEW BEDFORD TK 7½-ton long-wheelbase chassis-cab.

NEW BEDFORD 12-ton tractor unit, diesel.

NEW BEDFORD 10-12-ton and 15-cwt. short- and long-wheelbase vans, petrol and diesel.

1954 BEDFORD 7-ton truck, petrol, choice of two, £125 each.

1955 BEDFORD 5-ton P6 diesel long-wheelbase truck, £195.

1958 BEDFORD 7-ton diesel truck, 2-speed axle, 19-cu. body, £695.

1957 BEDFORD 2½-ton truck, petrol, £295.

1958 BEDFORD Workbus, painted blue, £285.

PART-EXCHANGES? Certainly! Hire-purchase terms.

SALES STAFF IN ATTENDANCE UNTIL 5 P.M. SATURDAYS.

PHONE, **BARNET 1066.**

186 EAST BARNET ROAD.

NEW BARNET.

320 KING STREET, HAMMERSMITH,

LONDON, W.6.

PHONE, **RIVERSIDE 4111.** 928-160

1960 BEDFORD 7-ton diesel 18-ft. truck, one owner, £850. Kin 3119.

1960 BEDFORD 4-ton diesel normal-control drop-side truck, 14,000 miles, £585.

DAWNER MOTORS, LTD. Phone, Ewell 2382. 928-310

CAPITAL MOTOR CO., LTD.

REMINGTON STREET,

CITY ROAD, LONDON, N.1.

Phone, Clerkenwell 7456.

BEDFORD MAIN DEALERS.

NEW BEDFORD 15-cwt. 90-in. and 102-in. wheelbase diesel vans, excellent condition.

NEW BEDFORD 15-cwt. 102-in. wheelbase and 90-in. wheelbase petrol vans, immediate delivery.

NEW BEDFORD 12-ton tractor unit, 350-cu-in. engine, early delivery.

NEW BEDFORD 3-ton normal-control 143-in. wheelbase diesel drop-side truck, immediate delivery.

NEW BEDFORD 7-ton forward-control 120-in. wheelbase standard tipper, 2-speed axle, 9.00 x 20 tyres, early delivery.

1957-59 BEDFORD CA vans, good condition, from £150.

FOR immediate delivery of the above new BEDFORDS

PLEASE phone Clerkenwell 7456.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., London, N.1. 928-271

SEVERAL 1958 BEDFORD 6½-tonners, 300 engines, 20-cu. bodies, excellent condition. Wembley Motors, Ltd., 239-241 High Rd., Chadwell Heath, Essex. Phone, Seven Kings 5282. 928-519

WOODYATT MOTORS, LTD.

THE BEDFORD MAIN DEALERS,

THE BEDFORD CENTRE,

SOUTHEAST-ON-SEA.

Phone 43144.

1957 BEDFORD 4-ton tractor unit, 100-cu-in. diesel, with 5-cylinder coupling, £425. 928-398

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS

1956 BEDFORD 5-ton truck, fitted Perkins P6 diesel engine, ready for immediate work, £275.

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1958 BEDFORD 10-12-ton, in exceptionally good condition throughout, choice of three from £1,125. Cavendish Motors, Cavendish Rd., S.W.6. Winton 6068.

Used Goods Vehicles (contd.)

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CHANDLERS MOTORS, LTD.

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LONDON S.E.10.

Greenwich 2013-4. 222-894

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WE want BEDFORDS! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 222-734

BEDFORDS wanted for breaking. Crossways Garage, Crookham, Aldershot, Hants. Phone, Fleet 783.

931-6446

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1958 7-ton long-wheelbase tipper, 2-speed axle, power steering, wooden body, high sides, £625.

MIDLAND VEHICLE AGENCY, 164 High St., Northern 8744. 928-128

1959, October, B.M.C. tractor unit, 37,000 miles only, good tyres, 9.00 x 20, 5.1 diesel, fifth-wheel coupler, a fully recommended vehicle.

RYLAND GARAGE LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 928-489

COMMER

1953 COMMER QX light alloy platform body, excellent condition, £170. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3235. 222-906

1959 Long-wheelbase drop-side TS3, flashers, heater, 1959 medium-wheelbase drop-side tipper with coal extensions, 5-speed air brakes, 1953 Ford 4D, pantechinon, reconditioned 4D, sale or exchange late 12-ton artic. Phone, Bedford 67536. 928-K7407

COMMER 7-ton long-wheelbase 1959 TS3 alloy U-shaped tipper, small mileage, £600.

MADWAY SPARES, Bordesley Green Rd., Birmingham, 9. Vac 4935. 928-311

1957 TS3 7-ton COMMER long-wheelbase truck, Hydraulic brakes, 9.00 x 20 tyres, etc., in beautiful condition, first £495. Terms.

NEW (unregistered) 7-ton TS3 COMMER long-wheelbase tipper, 15-cu.-yd. Homalloy hand wood body, 5-speed overdrive gearbox, 9.00 x 20 tyres, heater, etc., special low price for quick sale. Terms, etc.

M.S.B.

407 STOCKPORT ROAD,

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Phone, Ardwick 3844. 928-312

1956 COMMER Bays 6-wheeler, diesel, 21-ft. alloy platform, 2-speed axle, first-class condition.

Pauls (Hereford), Ltd. Phone, Hereford 4221-6. 928-8

1950 COMMER 2-ton van, special crash-built body, would make ideal travelling shop, £85. body alone worth far more. Hallens, Union Lane, Cambridge 86327. 928-40

1957 COMMER TS3 7-ton tipper, 9.00 x 20 tyres, helper spring, wood body, £425.

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1960 (Late) COMMER TS3 10-cd. tipper, in first-class order, very low mileage, one owner, air brakes, heater, etc., £925.

1958 COMMER TS3 6-wheeler, 22-ft. drop-side body, air brakes, heater, etc., in excellent running order, £750.

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1960 TS3 double-drop-side truck, air brakes, heater, flashers, etc., 48,000 miles, immaculate condition, £1,135. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddeston 4567. 928-266

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1956 (November 22) DODGE 124A diesel tractor unit, mileage 89,042, reconditioned Perkins P6 engine fitted at 81,000 miles, complete with trailer, with 21-ft. flat with side and tail boards, one owner since new, LVS, E.M.A., Ltd., Ramshill, Petersfield, Hants, Petersfield 1186. 928-K572

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1950 FODEN 8-wheeler, double drive, 24-ft. platform body, Gardner 6LW, any reasonable offer.

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NEW AUSTIN J4 10-12-cwt. van.
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Luton van, body rebuilt and in primer, choice
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ago, £475. 928-409

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AUSTIN A35 van, cream.
AUSTIN A35 van, green.
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1960 AUSTIN A50 3-ton van, grey, heater, unwritten,
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1960 AUSTIN A152 van, one owner, 8,000 miles
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Side, Wandsworth Common, London, S.W.18. Vandyke
116. 928-261

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NEW AUSTIN 30-cwt. drop-side truck, immediate
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NEW BEDFORD 10-cwt. J.O.P. pick-up.
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NEW BEDFORD 15-cwt. Calorcar caravan, blue and
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NEW BEDFORD 4-ton forward-control 135-in. wheel-
base, 670-cu.-ft. Hawson boxvan, 200 diesel.
NEW BEDFORD 7-ton forward-control 120-in. wheel-
base, Telebus at drop-side tipper, 5-speed gearbox,
8.25 x 20 Michelin X tyres, 3-piece wheels.
NEW BEDFORD 10-ton forward-control tractor, 300
diesel, 5-speed gearbox, air brakes and Scammell
coupling.

USED BEDFORDS.

1960 BEDFORD Marshall utility Busette CAS, £475.
1959 (Late) Bedford 7-ton, 300 diesel, fitted Balco
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1956 BEDFORD 7-ton platform, diesel, £425.
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1955 57 BEDFORD 15-cwt. CA vans, from 1955;
choice of four.
1955 BEDFORD 40-cwt. boxvan, petrol, £254.
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HARLOW, ESSEX.

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CA Vans, diesel and petrol.
4-TON chassis-cab and trucks.
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good mechanical condition, repainted, £375.

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9.00 x 20 tyres, repainted, £395.

1959 BEDFORD 7-ton long-wheelbase drop-side truck,
800 diesel engine, 2-speed axles, very good
tyres and body, one C-licence owner, £895.

1957 BEDFORD 7-ton long-wheelbase drop-side truck,
Leyland Comet engine, painted red, £625.

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mechanical condition, painted green, £385.

1957 BEDFORD 6-ton long-wheelbase truck, Bedford
300 diesel engine, excellent condition, painted
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P6 engine, fixed 4-de die'l tipping body, £275.

1956 BEDFORD 7-ton long-wheelbase S-type, petrol
engine, standard drop-side body, £200.

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1956 BEDFORD S-type tractor unit, Scammell hitch,
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1955 BEDFORD 10-12-cwt. van, diesel engine fitted
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Gladsion 2226. 928-49

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body, fitted with Hiab twin-ram loader tipping
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1960 BEDFORD 35-cwt. diesel truck, one owner-
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1955 BEDFORD 5-cu.-yd. petrol drop-side steel
Anthony underfloor tipper, one owner, choice
two, £295.

1956 BEDFORD 5-cu.-yd. petrol drop-side timber
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1958 BEDFORD (petrol) 5-ton forward-control
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NEW BEDFORD TK TIPPERS.

151-IN. WHEELBASE.

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100% tyres, Dural body, £265.

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NEW BEDFORD 4-ton normal-control 1,000-cu.-ft. Luton van, diesel.

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1960 BEDFORD 7-ton diesel 18-ft. truck, one owner, £850, Kin 3119.

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NEW BEDFORD 15-cwt. 90-in.- and 102-in.-wheelbase diesel vans, ex-stock.

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1957 59 BEDFORD CA vans, good condition, from £150.

FOR immediate delivery of the above new BEDFORDS

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1957 BEDFORD 8-ton tractor unit, 300-cu.-in. diesel, with Scammell coupling, £425.

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1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £235. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8.

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Used Goods Vehicles (contd.)

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CHANDLERS MOTORS, LTD.

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LONDON S.E.10.

Greenwich 2033-4.

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WE want BEDFORDS! Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 2 Addington Rd., Bow Rd., E.1. Advance 5242-3.

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BEDFORDS wanted for breaking. Crossways Garage, Crookham, Aldershot, Hants. Phone, Fleet 783.

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B.M.C.

1958 7-ton long-wheelbase tipper, 2-speed axle, power steering, wooden body, high sides, £625.

MIDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham. 6. Vic 6040; evenings Northern 8744.

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1959, October, B.M.C. tractor unit, 37,000 miles only, good tyres, 900 x 20, 5.1 diesel, fifth-wheel coupler, a fully recommended vehicle.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5.

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1953 COMMER QX light alloy platform body, excellent condition, £170.

Amphill, Bedford. Amphill 3255.

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1959 Long-wheelbase drop-side TS3, flashers, heater, 1959 medium-wheelbase drop-side tipper with coal extensions, 5-speed air brakes, 1953 Ford 4D, pantechonics, reconditioned 4D, sale or exchange late 12-ton artic. Phone, Bedford 67536.

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COMMER 7-ton long-wheelbase 1959 TS3 alloy U-shaped tipper, small mileage, £600.

MEADWAY SPARES, Bordesley Green Rd., Birmingham, 9. Vic 4933.

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1957 TS3 7-ton COMMER long-wheelbase truck, Hydromatic brakes, 900 x 20 tyres, etc., in beautiful condition, first class.

NEW (unregistered) 7-ton TS3 COMMER long-wheelbase tipper, 15-cu.-yd. Homalloy hand wood body, 5-speed (overdrive) gearbox, 900 x 20 tyres, heater, etc., special low price for quick sale. Terms, etc.

M.S.B.

407 STOCKPORT ROAD,

LONGSIGHT, MANCHESTER.

Phone, Ardwick 3844.

928-312

1956 COMMER Boys 6-wheeler, diesel, 21-ft. alloy platform, 2-speed axle, first-class condition.

Pralls (Hereford), Ltd. Phone, Hereford 4221-6.

928-8

1950 COMMER 2-ton van, special coach-built body, would make ideal travelling shop, £85, body alone worth far more. Hallens, Union Lane, Cambridge

56227.

928-40

1957 COMMER TS3 7-ton tipper, 900 x 20 tyres, helper springs, wood body, £425.

G. H. KENDRICK, LTD., Carters Green, West Bromwich 0778.

928-112

1960 COMMER diesel 20-yd. tipper, excellent condition, very good tyres, very low mileage, cost £3,250, accept £1,800. Edgware 2572.

928-155

1960 (Late) COMMER Unipower 6-wheeler with 24-ft. platform body, air brakes, heater and other extras, low mileage, £1,275.

1960 (Late) COMMER TS3 10-yd. tipper, in first-class order, very low mileage, one owner, air brakes, heater, etc., £925.

1958 COMMER TS3 6-wheeler, 22-ft. drop-sided body, air brakes, heater, etc., in excellent running order, £170.

1958 COMMER TS3 4-wheeler, 18-ft. alloy platform body, air brakes, heater, etc., in excellent running order, £550.

ALSO a number of other good COMMERS in stock. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174.

928-222

1960 TS3 double-drop-side truck, air brakes, heater, flashers, etc., 48,000 miles, immaculate condition, £1,135. Mansfield Autos, Ltd., High Rd., Broxbourne, Herts. Hoddesdon 4567.

928-266

COMMER 1955 TS3 articulated unit, complete with 22-ft. platform semi-trailer, fifth-wheel coupling, good general condition.

COMMER 1956 TS3 7-ton tipper, fitted with wooden body, 12 ft. 6 in. long, 2-ft. 6 in. drop sides and top-hinged tailboard, general and mechanical condition very good, useful for sand and gravel.

COMMER 1956 TS3 7-ton platform trucks, fitted with 18-ft. wooden bodies, good general condition, choice of two.

MAYFAIR GARAGE, Coleshill Rd., Fareley, Tamworth. Phone, Tam 1396-7.

928-428

Commer Wanted

COMMER, 30-cwt. vans, low mileage, petrol. Phone, Swadlincote 7515.

928-x7037

Used Goods Vehicles (contd.)

DENNIS

1952 (Late) DENNIS Jubilant 6-wheel platform lorry, double drive, ready for work, £250 o.n.o. Oswald Tillotson, Ltd., Summit Works, Burnley. Phone 2201-4.

928-529

DODGE

1957 DODGE 103 APS 6-ton diesel tipper, 900 x 20 tyres, heavy duty 2-speed axle, helper springs, etc., £495.

G. H. KENDRICK, LTD., Carters Green, West Bromwich 0778.

928-113

DODGE DISTRIBUTORS

for

GLOUCESTER, HEREFORDSHIRE,

WILTSHIRE.

H. R. WILSON-SCOTT, LTD.

MONK MEADOW, GLOUCESTER.

Phone, Gloucester 2447-8.

ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.

PART-EXCHANGES WELCOMED.

928-464

DODGE 1955 7-ton model 146AR6 18-ft., 6-in. drop-side lorry, modified engine, 2-speed axle, £295.

ROWBERRY'S GARAGE, Oxhill Rd., Handsworth, Birmingham. Northern 3539.

928-107

MAIN DODGE DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD.

200-220 CRICKLEWOOD BROADWAY,

N.W.2.

Gladstone 2234-5-6-7.

ALL models from stock or early delivery.

COMPLETE spares service for all types.

PERKINS diesel, every facility.

928-156

COX'S MOTORS (HILL TOP), LTD.

1960, November, DODGE 6-wheel long-wheelbase drop-side tipper, Boys conversion, 18,800 Eaton axle, Leyland 375 engine, powered steering, taxed four months only.

1960, November, DODGE 6-wheel long-wheelbase drop-side tipper, Primrose twin-steer conversion, 18,800 Eaton axle, Leyland 375 engine, powered steering, taxed four months only.

TERMS AND EXCHANGES ARRANGED.

COX'S MOTORS (HILL TOP), LTD.

127 HILL TOP,

WEST BROMWICH.

Phone, Wednesbury 0470 and 1047.

928-108

L. A. MITCHELL (MOTORS), LTD.

DODGE DISTRIBUTORS,

PERKINS DIESEL SIGNHOLDERS.

1958 DODGE 7-ton forward-control platform truck, Leyland engine, Eaton 2-speed axle, air brakes, £975.

1958 DODGE normal-control 7-ton chassis and cab, Leyland engine, very good condition, £700.

1958 DODGE diesel 6-ton double-drop-side truck, £495.

1 BALHAM HIGH RD., S.W.12. Phone, Kelvin 2234.

928-315

1956 (November 22) DODGE 124A diesel tractor unit, mileage 89,042, reconditioned Perkins P6 engine fitted at 81,000 miles, complete with trailer; with 21-ft. flat with side and tail boards, one owner since new, £375. E.M.A., Ltd., Ramhill, Peterfield, Hants. Peterfield 1186.

928-x7572

FODEN

SALE. Two FODEN 8-wheeled tippers, registered November, 1955, with new 17-ft. fixed-steel bodies, 4-ft. high. Phone, Stoke 23434.

928-6443

SILVER LINE MOTORS,

VAUXHALL AND BEDFORD MAIN DEALERS.

SEASONAL REDUCTIONS.

1950 FODEN 8-wheeler, double drive, 24-ft. platform body, Gardner 61 W, any reasonable offer.

SILVER LINE MOTORS,

BESSEMER ROAD.

WELWYN GARDEN CITY, HERTS.

Phone, Welwyn Garden 24132.

928-374

1956 FODEN 2-stroke 8-wheeler tipper, in very good working order, £1,600. Hamblins Garage, Rectory Rd., Rushden, Northants. Phone, Rushden 3211-3.

928-99

A33

Used Goods Vehicles (contd.)

ANNOUNCEMENT.

HOVERINGHAM announce that a number of 1956 FODEN 8-wheel tippers from their famous fleet will shortly be released for sale. These vehicles are in excellent condition; they are at present working but can be viewed by appointment on Sundays. Apply Hoveringham Gravels, Ltd., Hoveringham, Notts. Phone, Loughborough 3171. 928-69

TWO 1948 FODEN, 18-ft. flat bodies, good tyres, 4LW. C-licence operator, flat-front cabs, smart condition, £325. Edgware 2572.

FORD THAMES AND FORDSON

1956 FORDSON 4D 2-ton special coachbuilt body, translucent roof, new paintwork, £150. Lawton Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 928-50

EARLE OF CHIPPENHAM, LTD.

MAIN FORD DEALERS.

CHIPPENHAM, WILTS.

Phone 3255 (three lines).

1961 Thames Trader 6-cu.-yd. Edbro tipper, fitted Luton 2-speed axle, radio, oversize tyres, small mileage.

1960 Thames Trader 6-cu.-yd. Edbro tipper, oversize tyres, radio, excellent condition.

1959 Thames Trader 6-cu.-yd. Anthony Hoist tipper, oversize tyres, radio, good condition. 928-24

1959 Thames Trader 7-ton extended chassis, 20-ft. drop-side body, Eaton 2-speed axle, 9.00 x 20 tyres, fitted heater, shock absorbers, Servo assisted brakes, £495.

CLARKE BROS. SERVICES, LTD., Crowthorne Rd., Peterborough. Phone 3556. 928-25

1957 FORD 4D normal-control 4.5-ton long-wheelbase tipper, 8-cu.-yd. wooden body, £180. Below.

1959 FORD Trader 7-ton short-wheelbase tipper, 7-cu.-yd. steel drop-side body, £695, Barnet 1066, 9 a.m. to 6 p.m. 928-161

HUNTER VEHICLES, LTD.

CROWN WORKS.

290 SOUTHBURY ROAD,

ENFIELD.

1960 TRADER, artic., 6D engine, 134-ton G.V.W. and Scammell 6-ton drop-frame trailer with 14-cu.-ft. boxvan body, immaculate, one owner.

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184 AND 3862. 928-79

1958 Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £456. Edgware 2572. 928-153

1957 Thames 4D diesel, Baico extended chassis, 18-ft. double drop-sided truck, £295.

OKTHORPE MOTOR CO., North Circular Rd., N.13, Fox Lane 0161. 928-146

1959 Thames Trader 7-ton, Anthony hoist tipper gear, guaranteed, £725. Arnold 7771. 928-137

GATES OF WOODFORD.

MAIN FORD DEALERS.

CHIGWELL ROAD,

WOODFORD GREEN,

Wantage 6633.

1960 Trader 6-wheel, double drive, platform, power steering, air brakes, etc., etc., £1,875.

1960 Trader 8-cu.-yd. tipper, Edbro front ram, excellent condition, £950.

GOOD selection of Thames Trader 5- and 7-ton trucks and platforms, from £400. 928-294

1958 Trader 2-ton 750-cu.-ft. Luton van.

1956 4D 4-ton long-wheelbase truck.

1958 Trader 6D, reconditioned engine, long-wheelbase truck, £450.

MIDLAND VEHICLE AGENCY, 164 High St., Bordesley, Birmingham, 6. Vic 6040; evenings, Northern 8744. 928-127

1959 FORD 7-cwt. van, grey, one owner, 9,000 miles only, £295. Trinity Cars, Ltd., 94 North Side, Wandsworth Common, London, S.W.18. Vandyke 1166. 928-260

1959 FORD Trader 1,000-cu.-ft. Luton van, excellent condition, one owner, £595.

CAPITAL MOTOR CO. LTD., Remington St., City Rd., N.1. Clerkenwell 7456-9. 928-272

1960 FORD Trader 7-ton diesel long-wheelbase drop-side truck, £675.

1958 FORD Trader diesel 4-ton platform truck, £325.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 928-309

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Used Goods Vehicles (contd.)

1958 FORD 15-cwt. travelling stores van, in excellent motor spares, in constant use by main Ford dealers, £265.

EASTBOURNE MOTORS, LTD., main Ford dealers, 3-5 Sussex Rd., Eastbourne, Sussex. Phone, Eastbourne 4472. 928-364

FORD 4D diesel long-wheelbase chassis and cab, £85.

E. J. Bayliss, Timberham Works, Lowfield Heath, Crawley, Sussex. Horley 4536. 928-376

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex-works, for early delivery, £1,220.

TRADER 4D diesel 4-ton low-frame chassis fitted with 1,250-cu.-ft. body, as above, early delivery from stock, £1,245.

1955 THAMES 4D diesel pantechicon, recently reconditioned engine, £175.

ALSO a selection of Thames 5- and 7-cwt. vans always available.

MITCHAM LANE, S.W.16. Streatham 3133-4. 928-365

1960 Thames Trader 7-ton, 108-in. wheelbase chassis-cab, fitted with 4.00 x 20 tyres, 33,000 miles only, £525.

1960 Thames Trader 7-ton, 108-in. wheelbase chassis-cab, fitted with Anthony hoist drop-side body and tipping gear, £695. Mears Motors, Ltd., 284 Upper Richmond Rd. West, East Sheen, S.W.14. Prospect 2235. 928-337

THREE 1960 FORD Trader tippers, new engines, 10-cu.-yd. bodies, excellent condition, best offer.

NEWPORT MOTOR SERVICE, East Usk Rd., Newport, Mon. Phone 59441. 928-431

FORD Thames Trader 1957 7-ton short-wheelbase tipper, fitted with the 6D diesel engine and 8-cu.-yd. steel body, 9.00 x 20 tyres, good general condition.

FORD Thames Trader 1958 5-ton long-wheelbase tipper, fitted with the 6D diesel engine and 12-ft. 6-in. long wooden body with 2-ft. double height drop sides, good general condition and ready for immediate work.

MAYFAIR GARAGE, Colehill Rd., Fazeley, Tamworth. Phone 1396-7. 928-429

THAMES P6, 20-ft. Baico extension, new body, clean and sound, £125. A.B. Motors, Maida Vale 4787. 928-277

Ford Thames and Fordson Wanted

FORD Traders wanted, new and second-hand for fitment of tipping gears and bodies, wood, alloy, steel, over 100 years in stock for all makes. Trade supplied. Phone, Kays, Derby 40681 (19 lines). 928-37

SECOND-HAND FORD diesel 2-3-ton, long wheelbase. Apply Sheppy Glue, 34 Ceylon St., S.W.8. Mac 7104. 928-82

WANTED, FORD 4D vans and Perkins, all capacities from 1955 onwards. Chandler Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gire 2033-4. 928-327

G.M.C.

G.M.C. 6 x 6, split axle, Thos. Graveson, Ltd., 6 Warton, Carnforth, Phone, Carnforth 381. 929-6435

GUY

1961 GUY Invincible 8-wheel long-wheelbase tipper, Edbro front end tipping gear, triple drop-sided body, Gardner 6LX engine, 6-speed box, double drive, air brakes, many extras, almost as new vehicle, negligible mileage, bargain, £1,500.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 928-223

1958 GUY Otter diesel Luton van, 1,500 c.c., side and rear loader, Eaton 2-speed, £645.

A. AND L. VEHICLES SUPPLY CO., Gravel Lane, A. Salford, Phone, Manchester, Blackfriars 1511. 928-500

LAND ROVER

GOOD supply of used LAND ROVERS always in stock.

COOMBS COMMERCIALS (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 928-139

1959, October, 88-in. diesel, hard top, £525. Reigate 2263. 928-360

Land Rover Wanted

LONG-WHEELBASE LAND ROVER, hard top, 1957 onwards, petrol engine, Garwood, 45 Stamford Hill, N.16. Sta 1191. 928-162

LEYLAND

LEYLAND Octopus 8-wheeler, as new, fully reconditioned by Leyland Motors, Ltd., and fitted with new tyres.

TRANSPORT TRADING (VEHICLES), LTD., Clovelly Rd., Southbourne, Sussex. 928-30

1956 Comet long-wheelbase platform, 2-speed axle, £450.

1955 COMET long-wheelbase, forward control, 2-speed axle, £525.

1947 OCTOPUS long-wheelbase platform, choice of three from £275.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 928-54

LEYLAND Comet tractor unit, very good tyres, clean, smart vehicle, August, 1949, £225. Edgware 2572. 928-152

LEYLAND Comet 1957 long-wheelbase tipper, fitted with 14-ft. 6-in. long wooden body with 4-ft. fixed sides, useful vehicle in good condition.

MAYFAIR GARAGE, Colehill Rd., Fazeley, Tamworth. Phone, Tam 1396-7. 928-430

Used Goods Vehicles (contd.)

1953 LEYLAND Octopus, 600 engine, double drive 24-ft. drop-sided body.

JOHN PEPPER (HAWLEY), LTD., Piccadilly, Hanley, Stoke-on-Trent. Phone 22251. 928-211

1955 LEYLAND Comet forward-control platform truck, good condition, £475.

CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. (Near Angel) Clerkenwell 7456. 928-238

1960 LEYLAND Super Comet long-wheelbase platform lorry with 23-ft. body, 6-speed box, air brakes, very low mileage, in excellent order, £1,450.

1958 LEYLAND Comet articulated unit, 6-speed box, Scammell coupling, in first-class order, £750; also similar Leyland Comet units with S.A.E. coupling.

1956 LEYLAND Octopus 8-wheel platform lorry, double drive, air brakes, £1,100.

1956 LEYLAND Hippo 6-wheel drop-sided lorry, double drive, air brakes, £850.

1950 LEYLAND Octopus 8-wheel boxvan, double drive, in very good order, £650. Also other good Leylands.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 928-228

1956 8-wheeler Octopus, excellent tyres and condition, air brakes, double drive, choice of several from £950.

BRAMWELL PRESTON AND CO. LTD., Phoenix St., Bury, Lancs. Phone 4523 and 3908. 930-xA766-4

1959 LEYLAND Super Comet tractor units, air choice of three.

OSWALD TILLOTSON, LTD., Summit Works, Burnley. Phone 2201-4. 928-524

MORRIS AND MORRIS-COMMERCIAL

EX-W.D. 4 x 4 tractors with winch, from £100 each. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 928-802

WELLINGTON GARAGE (OLDHAM), LTD., offer—

1957, August, MORRIS 5-ton long-wheelbase box van, body approximately 850 cu. ft., rear roller shutter door, ex-private company, £550.

WELLINGTON GARAGE (OLDHAM), LTD., Huddersfield Rd., Oldham. Phone, Main 9109-0083. 928-207

1961 MORRIS 1000 van, many extras, excellent condition, one owner, £350. Box CM2812, care of "The Commercial Motor". 928-x7666

SCAMMELL

PARADISE MOTORS, Geldart Rd., Birstall, Yorkshire. Phone, Morley 1029. 20-ton SCAMMELLS and 25-ton low-loader trailers, new cab and latest-type bonnets and wings. 928-830

1959 (Late) SCAMMELL tractor unit, 6LX engine, 6-speed box and Scammell 25-ton 20-ft. in well low-loader trailer, in first-class order, bargain.

1952 SCAMMELL rigid 8-wheeler, Gardner 6LW engine 25-ft. platform body, in excellent running order, only £350.

ALSO other good SCAMMELLS and trailers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 928-216

SEDDON

1958 SEDDON 8-ton treble-drop-side, Gardner 4LK, 5-speed, £550.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 928-311

SENTINEL

1954 SENTINEL 12-ton diesel, 6-wheel chassis-cab, 185-in. wheelbase, 5-speed David Brown gear box, 9.00 x 20 tyres, 11-cm-2 December, 1961, in good clean serviceable condition, £395 o.n.o.

J. REYNOLDS (MOTORS), LTD., New Rd., Dagenham. Dominion 6655. 928-158

THORNYCROFT

EX-W.D. 4 x 4 trucks, good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. 928-803

MARSTON MOTOR CO. LTD.

SEVEN SISTERS ROAD,

TOTTENHAM, LONDON, N.15.

Phone, Stamford Hill 8000.

SOLE DISTRIBUTORS FOR THORNYCROFT COMMERCIAL VEHICLES FOR LONDON AND HOME COUNTIES NORTH OF THE THAMES.

WE CAN OFFER ADVANTAGEOUS DELIVERY OF ALL

THORNYCROFT MODELS.

928-407

1956 THORNYCROFT Sturdy Special, 20-ft. flat platform, 9.00 x 20 14-ply tyres, very clean, ex C-licence operator, choice of five, £325 o.n.o.

JAMES BOWEN AND SONS, LTD., 45-59 Pitt St., Edinburgh. Phone, Waverley 4202. 928-4

TROJAN

1955 TROJAN, diesel, large-capacity boxvan body, £115. Edgware 2555. 928-370

UNCLASSIFIED

CAPITAL MOTOR CO. LTD.

REMINGTON STREET,

CITY ROAD, LONDON, N.1.

Phone, Clerkenwell 7456.

BEDFORD MAIN DEALERS.

1958 FORD 6D 5-cu.-yd. tipper, 2-speed axle, good tyres, choice of several, £335.

1955 AUSTIN A30, good condition, £225. 928-270

Used Goods Vehicles (contd.)

HARRY DANDO,
VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines).

YORK trailers. Full range nearly always in stock.
TRADE for Gloucestershire, Wiltshire, Somerset, Devon and Cornwall.

NEW VEHICLES.

BEDFORD 7-ton 1K medium-wheelbase tipper, 300 diesel, 2-speed rear axle, 4-speed gearbox. Telehoist underfloor tipping gear, 14-ft. wood drop-side body on 9.00 x 20 12-ply tyres, £1,860.
BEDFORD 4-wheel-drive RHSC 1, 300 diesel tipper. Telehoist underfloor twin-ram tipping gear and steel body, 9.00 x 20 Radial tyres with on-off road tread to rear, £2,020.
A.E.C. Marshal long-wheelbase 6-wheeler chassis and cab only, £3,588.
A.E.C. Mustang twin-steer chassis and cab, air brakes, on 10.00 x 20 14-ply tyres, £3,095.
A.E.C. Mammoth Major 8-wheeler, 17-ft. 41-in. wheelbase chassis and cab, 9.6-litre engine, air brakes, 9.00 x 20 12-ply tyres, £4,155.
BEDFORD Comet engine, KGTC8, rigid 6-wheeler, York third axle, 9.00 x 20 12-ply tyres all round, 2-speed, 5-speed Pilot twin front-ram tipping gear and wood drop-side body, £2,816 7s.
BEDFORD KG8 12-ton tractor unit, 350 engine, air brakes, 2-speed rear axle, 5-speed gearbox, 9.00 x 20 12-ply tyres, £1,700 7s.
LEYLAND Super Comet, 400 engine, 10.00 x 20 14-ply tyres, heater and demister, fitted with up-to-the-minute 3-compartment Bulker body, improved high-capacity blower, heavy-duty 6-lb. air silencer, all extras for bulk delivery including two quick-release 10-ft. hoses, £4,276 complete in primer.
HANDS 30-ton in-the-well low-loader with Thompson 4-ton winch, £2,197.
LEYLAND Beaver 12-ft. 6-in. wheelbase tractor unit, double-reduction axle, 680 engine, 10.00 x 20 14-ply tyres, air and vacuum brakes, complete with 30-ton Hands low-loading trailer, £5,100. Will split.

LONG WHEELBASE.

B.M.C. 1957 diesel rigid 6-wheeler, platform body, good condition throughout, £750.
BRISTOL 1953 8-wheeler, long wheelbase, platform, £725.
BEDFORD 1955 3-ton petrol boxvan, mainly aluminium bodywork, in exceptionally good condition throughout, £250.
BEDFORD 1955 5-ton petrol boxvan, tailboard and double doors, £250.
BEDFORD 1957 7-ton long-wheelbase double drop-side, 300 Bedford diesel engine, £400.
MAUDSLAY 1951 8-wheeler, long wheelbase, 24-ft. platform body, £500.

TIPPERS.

THAMES Trader, 1959, medium wheelbase, 7-ton, diesel, fitted with twin front-ram tipping gear and wood body, £675.
THAMES Trader, 6-yd. steel body, 9.00 x 20 tyres, latest-type braking, this vehicle is absolutely as new, registered but has never carried a load, £1,375.
A.E.C. Mammoth Major 8-wheeler, 1954, 9.6 engine recently fitted (works reconditioned), 16-ft. 9-in. wheelbase, double drive, fitted with new Pilot tipping gear and wood drop-side body, £2,500.
A.E.C. Mammoth Major 8-wheeler, December, 1955, 9.6 engine, double drive, wood-body tipper, in exceptionally good condition throughout, £2,150.
LEYLAND Comet ECO2-4R 1957 normal-control long-side body, in good condition throughout, £1,100.
A.E.C. Mercury Mk. II, 1956, Pilot twin underbody gear, wood fixed-side body, in exceptionally good condition throughout, ready for immediate hard work, £1,600.
BEDFORD 1954 R6 S-type standard-steel U-shaped body tipper, £285.
A.E.C. 1953 Mammoth Major double-drive 8-wheeler fitted with large-capacity aluminium tipping body with detachable extensions to sides, ideal for bulk coal, in exceptionally good condition throughout, £1,600.

TRAILERS AND ARTICULATED.

BEDFORD 1957 10-ton tractor unit, R6, 5-speed gearbox, Eaton 2-speed axle, S.A.E. coupling, this vehicle has been well maintained and is in exceptionally good condition throughout, £500.
LEYLAND Beaver 1950 tractor unit, fitted with S.A.E. 18-in. wheel coupling, vacuum brakes, good condition throughout, £650. We can offer this tractor unit complete with either single- and double-axle platform trailer, or new 30-ton low-loader, S.A.E. or Tusk coupling; prices on application.
DODGE 1954 P6 tractor unit, 2-speed axle, £200.
BEDFORD 1952 R6 diesel Dyson, 10-ton semi-low-loader, 16-in. oscillating axles, eight wheels in line, fitted with winch and loading ramps, good condition throughout, £600, would split.
E.R.F. 1946, Gardner 51W tractor unit, in exceptionally good condition throughout, complete with Hands tandem-axle platform trailer, £875.
DYSON 8-ton independent trailer, drop-side, air brakes, choice of two, these trailers are practically unused, £50.
B.M.C. 1957, tractor unit, B.M.C. diesel engine, fitted with S.A.E. coupling, vacuum brakes, £250.
BEDFORD-SCAMMELL, 1956, R6 diesel, complete with 23-ft. 8-ton Scammell platform trailer, £375.

CRANES.

RAPIER 3-ton, pneumatic tyres, non-slewing yard crane, full castor action steering gear wheels, £600.

HARRY DANDO,
VAUXHALL MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines). 928-65

Used Goods Vehicles (contd.)

MARSHALLS (CAMBRIDGE), LTD.,
OFFER THE FOLLOWING
COMMERCIAL VEHICLES
AT
AIRPORT GARAGE, NEWMARKET ROAD,
CAMBRIDGE.

NEW AUSTIN 7-ton long-wheelbase forward-control diesel chassis-cab.
NEW AUSTIN 7-ton short-wheelbase forward-control diesel chassis-cab.
NEW AUSTIN 5-ton long-wheelbase forward-control diesel chassis-cab.
NEW AUSTIN short-wheelbase forward-control diesel prime mover.
NEW AUSTIN 2-ton long-wheelbase forward-control diesel chassis-cab.
NEW AUSTIN 11-ton forward-control van, petrol or diesel.
NEW AUSTIN 13-seater Omnicauch.
NEW AUSTIN 16-18-cwt. Omnitruck.
NEW AUSTIN 16-18-cwt. Omnitruck.

1960 BEDFORD Marshall 12-seater Buette, beige, mechanically good, tyres poor, £150.
1959 Thames Trader 6D long-wheelbase 7-ton platform truck, good order, £650.
1958 AUSTIN A55 van, green, heater, £285.
1957 BEDFORD CA van, blue, £140.
1955 AUSTIN 5-ton long-wheelbase forward-control diesel truck, £300.

AT
63 BRIDGE STREET, PETERBOROUGH.
Phone, Peterborough 66011.

1959 BEDFORD Kenbus, beige, fitted heater, taxed, good tyres, £415.
1958 AUSTIN A35 Countryman, grey, £335.
1958 BEDFORD 6-ton drop-side truck, £700.
1955 MORRIS OXFORD pick-up, grey, £165.
1955 BEDFORD shooting brake, good tyres, taxed, £245.

AT
120 GOLDINGTON ROAD, BEDFORD.
Phone, Bedford 68386.

1958 FORD Thames 5-cwt. van, £265.
1958 AUSTIN A55 pick-up truck, £300.
1956 FORD 4D 3-ton long-wheelbase drop-side truck, £200.
1956 FORD 4D 5-ton long-wheelbase drop-side truck, £300.
1954 MORRIS 1-ton large-capacity van, £110.
1953 Short-wheelbase LAND ROVER, £210.
1939 AUSTIN 8 van, £55. 928-18

CENTRAL GARAGE,
AUTHORIZED
LEYLAND, ALBION DEALER.
BARNLEY ROAD SOUTH ELMSALL,
NEAR PONTEFRAC.
Phone, South Elmsall 276-7-8.

ALBION Reiver, 1955, fitted with Albion engine and platform body.
ALBION Reiver, 1955, Leyland engine, 6-speed gearbox, platform body.
ALBION 5-wheeler, 1954 (December), 23-ft. platform, very clean.
BEDFORD, 1959, with Boys third axle, 2-speed axle, Bedford diesel, and 22-ft. drop-side body.
COMMER TS3, 1956, long-wheelbase tipper.

TERMS AND PART-EXCHANGES.
CENTRAL GARAGE,
SOUTH ELMSALL. 928-206

COX'S MOTORS (HILL TOP), LTD.
127 HILL TOP, WEST BROMWICH.
Phone, Wednesbury 0470 and 1047. 928-101

1958 B.M.C. 7-ton long-wheelbase truck, 2-speed axle, power steering, £650.
1959 MORRIS 4-wheel-drive scow-end tipper, diesel engine, £750.
1951 LEYLAND Octopus 8-wheeler, 600 engine, double drive, £400.
1952 E.R.F. 8-ton long-wheelbase truck, 41W Gardner engine, £400.
1959 BEDFORD 15-cwt. van, long wheelbase, £275.
1956 COMMER TS3 long-wheelbase truck, £300.
1956 AUSTIN 3-ton forward-control long-wheelbase, new engine recently fitted, £250.
1954 BEDFORD 5-ton long-wheelbase tipper, petrol, new body, £225.
1960 AUSTIN B.M.C. 7-ton short-wheelbase tipper, 22,000 miles, £725.

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1954 BEDFORD standard drop-side truck, general condition fair, Perkins R6 engine, offers.
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1955 BEDFORD 5-ton A-type 12-ft. by 2-ft. steel fixed-sided tipper, petrol.
1955 COMMER Q4 P6 9-ft. by 3-ft. timber drop-sided tipper.
1955 DODGE 7-ton R6 14-ft. by 4-ft. timber fixed-sided tipper.
1958 FORD 5-ton H.D. 6D, 6-cu.-yd. steel drop-sided tipper.
1958 LEYLAND Comet, forward control, short wheelbase, fitted with Boys third axle, 15-ft. 6-in. by 4-ft. steel fixed-sided tipper.
1955 LEYLAND Comet medium-wheelbase 14-ft. by 2-ft. drop-sided tipper.
1955 LEYLAND Comet medium-wheelbase 14-ft. by 3-ft. timber drop-sided tipper.
1957 LEYLAND Comet, short wheelbase, fitted with Primrose third axle, 16-ft. by 4-ft. timber, fixed sides.
1959 ALBION Clydesdale with York third axle and Leyland A 375 engine, 19-ft. by 3-ft. timber drop-side.
1952 VULCAN 7-ton, 4LW, 11-ft. by 2-ft. plus 2-ft. timber drop-side.
1958 LEYLAND Comet Model ECOS2/R long-wheelbase, 15-ft. by 2-ft. timber drop-side.
1957 COMMER 7-ton TS3, 13-ft. by 3-ft. timber drop-side.
1956 MORGAN 7-ton 14-ft. by 4-ft. timber fixed-side.
1955 SEDDON 6-ton, P6, 15-ft. by 18-in. timber drop-side.
1956 BEDFORD 7-ton 5-type with alloy tipping body.
1959 FORD Trader 7-ton with 14-ft. by 2-ft. timber tipping body.

PLATFORM.

- 1956 ALBION Reiver, 22-ft. timber platform.
1955 ALBION Reiver, 22-ft. timber platform.
1958 ALBION Chieftain, 18-ft. timber drop-side.
1957 BEDFORD 7-ton, 300 diesel, 16-ft. 6-in. timber drop-side.
1956 BEDFORD 7-ton, R6, 16-ft. timber flat.
1957 A.E.C. Mercury with Eaton Hendrickson third axle, 21-ft. 3-in. timber drop-side.
1952 E.R.F., 6LW, 24-ft. timber drop-side.
1957 LEYLAND Comet Model ECOS2-4R, forward control, 20-ft. timber drop-side.
1953 THORNYCROFT 7-ton 18-ft. timber drop-side.
1957 COMMER TS3, 19-ft. timber drop-side.
1956 COMMER TS3, 16-ft. 6-in. timber drop-side.
1958 COMMER TS3, 16-ft. 6-in. timber drop-side, air brakes.
1956 DODGE 6-ton, P6, 17-ft. timber flat.
1955 DODGE 6-ton P6, 16-ft. timber drop-side.
1954 DODGE 6-ton, P6, 17-ft. timber flat.
1957 FORD Thames, 4D, 16-ft. 6-in. timber drop-side.
1957 BEDFORD 7-ton, Comet engine, 16-ft. timber drop-side.
1957 LEYLAND Comet, Model ECOS2-4R, 20-ft. timber flat.
1955 ALBION Chieftain, 16-ft. alloy platform.
1959 B.M.C. 7-ton, 18-ft. timber drop-side.
1955 BEDFORD 7-ton, petrol, 16-ft. timber flat.
1960 LEYLAND Comet Model CS3-3R chassis-cab only.
1959 ALBION Chieftain, 16-ft. alloy framed timber drop-side body.

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1955 ALBION Chieftain 900-cu.-ft. boxvan.
1955 FORD 10-cwt. van, £100.
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1959 COMMER Cob 5 cwt. van, £250.
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- 1960 COMMER Unipower 6-wheeler, 21-ft. platform, power steering, air brakes, £1,350.
1960 COMMER TS3 standard 7-yd. tipper, air brakes checked, choice of three from £775.
1955 COMMER TS3 18-ft. drop-sider, recent factory engine and gearbox, £375.
1957 COMMER TS3 18-ft. platform, £400.
1957 COMMER Superpole 16-ft. drop-sider, P6, latest shape, 5-speed, £295.
1960 COMMER TS3 18-ft. platform, one owner, £775.
1958 COMMER TS3, medium wheelbase, fitted twin Telehoist gear, £750.
1959 COMMER Unipower, fully reconditioned, new cab, engine, etc., just like a new machine.

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- 1960 DODGE 8-9-ton 20-ft. platform, Leyland engine, latest cab, air brakes, 9.00 x 20.
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- NEW Trader 4D, long wheelbase, 152-in. low frame, 4.5-ton chassis-cab, immediate delivery.
1960 Trader 6D 7-ton artic. tractor, S.A.E. pin, genuine 21,000 miles only, as new, £750.
1956 FORD 4D standard 16-ft. diesel drop-siders, £225; choice of three.
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1958 Ditto, fitted new engine, £625.

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- 3/4-TON 1957 MORRIS 15-cwt. Omnivan, repainted, £265.
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1957 COMMER TS3 13-ft. 6-in. wheelbase platform truck, one owner, clean, £650.
1957 COMMER TS3 long-wheelbase tipper, in good condition, £550.
1956 B.M.C. 7-ton long-wheelbase platform truck, clean, well shod, £495.
1956 DODGE 144AR6 tractor unit, fifth-wheel counter, air-hydraulic brakes, £425.
1956 DODGE diesel platform with 18-ft. cattle container, one owner, £525.
1956 DODGE 106AP6 drop-side truck, £265.
1955 Mercury Mk. I light-alloy platform, £650.
1952 LEYLAND Comet 90 long-wheelbase platform truck, recent service engine, £400.
1948 LEYLAND Steer, 22-ft. platform, good tyres, latest-type cab, £525.
1948 LEYLAND Beaver long-wheelbase tipper, latest-type cab, £550.

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1955 SEDDON Mk. XIIF diesel 18-ft. double-drop-side truck.
1955 BEDFORD diesel 7-ton forward-control with 16-ft. double-drop-side body.
1955 ALBION Chieftain, 16-ft. wooden platform.
1956 COMMER 5-ton normal-control petrol 14-ft. double-drop-side truck.
1957 AUSTIN 5-ton tractor, 16-ft. platform.
1955 E.R.F. 8-ton 16-ft. double-drop-side truck.
1954 LEYLAND Comet, forward-control platform vehicle with Thornes detachable cattle truck (at Cardiff). bodywork

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- 1958 BEDFORD diesel 6-ton 5-cu.-yd. normal-control tipper.
1954 BEDFORD 5-ton, 6-cu.-yd. wooden drop-side body.
1957 ALBION Clydesdale steel-body fixed-side tipper (at Cardiff).
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1956 DODGE P6 long-wheelbase tipper.
1955 BEDFORD R6 long-wheelbase tipper, one owner.
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E.R.F. 68G.
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1959 FODEN 8-wheeler, Gardner 6LW engine, 24-ft. drop-sided body, single-drive axle, 9.00 x 24 tyres in excellent condition.

A.E.C. Matador 4 x 4, ex M.O.S., in excellent condition.

1959 FORD 7-ton boxvan, inside measurement 20 ft. by 7 ft. 6 in. high by 7 ft. 6 in. wide, 9.00 x 20 tyres in first-class condition.

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1959 FORD 6-wheeler County conversion, 2-speed rear axle, 22-ft. drop-sided body, 9.00 x 20 tyres in excellent condition.

1957 ATKINSON 8-wheeler, double-drive axles, 24-ft. platform body, 40 x 8 tyres, A.E.C. 11.3-litre engine, in very good condition.

NEW SCAMMELL 25-ft. 12-ton trailer, fitted 3-piece drop-sided body, immediate delivery.

1959 November, THORNYCROFT OR6 8-wheeler, 23-ft. drop-sided body, power steering, double-drive axle, full air pressure brakes, 9.00 x 20 tyres, trailer equipment.

NEW E.R.F. Model 6.4(GX) tractor, Gardner 6LX engine, 10-speed gearbox, twin-line air brakes, 10.00 x 20 tyres, in stock, immediate delivery.

1957 ATKINSON 8-wheeler, double-drive axles, 11.3 A.E.C. engine, complete with 3,600-gallon single-compartment tank fitted discharge pump.

1956 A.E.C. end tipper, 9.6-litre engine, 18-ft. by 2-ft. 6-in. fixed-sided body, double-drive axles, 9.00 x 20 tyres, in very good condition.

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B.T.C. 4-in-line 14-ton tipping trailer, steel body, for demonstration.

1957 E.R.F. 5.4(G), Gardner 5LW engine, 18-ft. drop-sided body, 9.00 x 20 tyres, 2-speed rear axle, in very good condition.

1956 E.R.F. 4.4 (G), Gardner 4LW engine, 18-ft. drop-sided body, 2-speed rear axle, 9.00 x 20 tyres, in good condition.

NEW B.M.C. 4-tonner, 14-ft. 6-in. drop-sided body, in stock, immediate delivery.

1953 COMMERCIAL QX 5-ton forward-control chassis and cab, petrol engine, fitted 1,000-cc. insulated tank, Litholite lined, complete with discharge pump and hoses, 38,000 miles from new, used for carrying edible oil, as new throughout.

NEW E.R.F. twin steer, 5LW engine, D20 tyres, 20-ft. double-drop-sided body.

1958 A.E.C. Mercury, 22-ft. drop-sided body, 9.00 x 20 tyres, in very good condition.

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NEW ALBION RE27AN Reiver, specifications as above.

NEW ALBION CH3AXL Chieftain chassis and cab, 9.00 x 20 tyres, 6-speed gearbox, heater, etc.

NEW ALBION VT19AN (for bulk loads) specifications as above.

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1959 ALBION Chieftain platform lorry, exceptional condition.

1959 August, LEYLAND Super Comet, long-wheelbase platform body, 2-speed axle, 5-speed box, excellent condition.

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1958 ALBION Clydesdale, 21-ft. platform body, good condition throughout including tyres.

1958 BEDFORD, Leyland Comet engine, platform lorry, immaculate condition throughout.

1956 ALBION Reiver, 6-wheel double-drive axle, 21-ft. 6-in. platform body, as new, excellent condition.

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1956 AUSTIN B.M.C., 7-ton platform lorry, 2-speed axle, power steering, very clean and fresh.

1955 ALBION FT37CL platform lorry, good order throughout.

1955 LEYLAND Comet 900 hy. tipper, alloy fixed side body, good order.

1955 BEDFORD 10-ton tractor, R6 power unit, Scammell coupling, good.

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1952 E.R.F. Gardner 5LW, 18-ft. platform body, 5-speed gearbox, fitted for trailer work, good order.

1949 MAUDSLAY 8-wheel chassis and cab, A.E.C. 9.6 power unit.

1948 SEDDON P6 unit, platform lorry.

1948 A.E.C. Matador, 9.6 unit, 18-ft. flat.

A.E.C. 7.7 engines from £50 each, Leyland 7.4, complete with gearbox, from £100 each, Leyland 8.6 engines from £35 each.

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1960 AUSTIN B.M.C. diesel 4-ton normal-control long-wheelbase drop-side truck, 18,000 miles only, as new, £595.

1960 Thames Trader diesel 7-ton long-wheelbase drop-side truck, genuine 12,000 miles only, 18-ft. body, 9.00 x 20 tyres, cab damaged but not excessively, £550.

1960 Thames Trader 7-ton long-wheelbase chassis-cab, £495.

1960 Thames diesel 3-ton drop-side truck, 10,000 miles, £465.

1960 Thames Trader 7-ton long-wheelbase drop-side truck, immaculate condition, choice of two, £650.

1959 BEDFORD diesel 6-wheel platform truck, 24-ft. alloy body, 2-speed axle, outstanding condition, £295.

1959 Thames Trader 7-ton long-wheelbase drop-side truck, 18-ft. body, 9.00 x 20 tyres, £595.

1958 BEDFORD 7-ton long-wheelbase drop-side truck, very clean indeed, £295.

1958 BEDFORD diesel 7-ton long-wheelbase drop-side truck 2-speed axle, £395.

1958 BEDFORD 5-ton long-wheelbase drop-side truck, really clean, ex C-licence owner, £375.

1958 AUSTIN 3-ton long-wheelbase drop-side truck, November, AUSTIN B.M.C. diesel 5-ton long-wheelbase forward-control truck, Baico extension, 23-ft. body, recon. engine recently fitted, £395.

1957 FORD 4D diesel 4-ton long-wheelbase drop-side truck, only fair, £85.

1955 BEDFORD 3-ton long-wheelbase drop-side truck, a very nice vehicle, £235.

1955 BEDFORD 5-ton long-wheelbase drop-side truck, ideal for coalman, £190. (No hire-purchase.)

1954 DODGE diesel 7-ton long-wheelbase truck, in far above average condition considering the year, £195.

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1960 AUSTIN B.M.C. diesel 7-ton short-wheelbase tipper, 9.00 x 20 tyres, steel body, 16,000 miles, £750.

1960 Thames Trader diesel 7-ton long-wheelbase tipper, drop-side steel body, 9.00 x 20 tyres, £775.

1960 BEDFORD diesel 7-ton medium-wheelbase tipper, J model, normal control, 8-cu.-yd. steel clean indeed, £750.

1960 September, Thames Trader diesel tipper, 9.00 x 20 tyres, steel body, Hydovac brakes, £550.

1959 Thames Trader diesel 7-ton short-wheelbase tipper, £295.

1956 BEDFORD 5-ton short-wheelbase tipper, wooden drop-side body, £195.

ARTICULATED VEHICLES.

1959 October, Thames Trader artic. unit and 25-ft. York trailer, Scammell coupling, £850.

1959 BEDFORD diesel 10-ton tractor unit, Leyland Comet engine, fifth-wheel coupling, complete with 25-ft. platform trailer, the whole outfit being in immaculate condition, £950.

1954 BEDFORD-SCAMMELL 10-ton petrol tractor unit, £80.

1953 BEDFORD 10-ton tractor unit, S.A.E. coupling, very clean, £95.

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1954 FODEN 6 wheeler.

1955 BRISTOL 8 wheeler.

1960 Trader long-wheelbase drop-side.

1960 Trader short-wheelbase tipper.

1956 SEDDON long wheelbase.

1955 BEDFORD 5-ton Luton, 1.150 cu. ft.

1957 ALBION tractor, Scammell coupling.

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1958 ALBION Reiver, Comet engine, 23-ft. body.

1956 THORNYCROFT 6-wheeler, power steering, drop-side body.

1959 LEYLAND Comet with Hendrix 6-wheeler extension.

1957 LEYLAND Comet, Boys 6-wheeler extension.

1958 ALBION Clydesdale, Comet engine, 6-speed gearbox, large-capacity boxvan body.

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1958 A.E.C. Mustang twin steer, 7.75 diesel engine.

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1959 FORD Trader platform, 6D diesel engine.

1956 GUY Otter tipper, Perkins P6 engine.

1956 COMMERCIAL TS3 diesel tipper, 2-stroke diesel engine.

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1958 COMMERCIAL TS3, 2-stroke engine, 18-ft. platform body.

1958 COMMERCIAL TS3, 2-stroke engine, 18-ft. platform body.

1958 AUSTIN (B.M.C.) 7-ton 6-cylinder diesel engine, 2-speed axle, 17-ft. platform body.

1955 FORD 8-wheeler, 6LW engine, double drive, 24-ft. platform body.

1957 BEDFORD 5-type tractor unit, Leyland engine, fifth-wheel coupling.

1959 DODGE 6-wheel tipper, Leyland engine, Eaton Hendrickson third axle, 19-ft. 6-in. steel body, Thames Trader, 6D engine, 17-ft. 6-in. alloy platform body.

1959 GUY Warrior tractor unit, Leyland engine, Primrose 25-ft. semi-trailer.

1958 (Late) GUY Invincible, 16-in. steer, 6LW engine, 5-speed, air brakes, 22-ft. platform body.

1952 DENNIS Jubilant, 6-cylinder diesel engine, 5-speed double drive, 24-ft. platform.

1953 ATKINSON short-wheelbase twin-steer tipper, 5LW, 12-ft. 6-in. tipping body.

1948 SEDDON, Perkins P6 engine, 5-speed, 17-ft. 6-in. alloy platform body.

1956 ALBION Reiver 6-wheel tipper, modern cab, Albion engine, double drive, 14-ft. tipping body.

1958 BEDFORD 7-ton drop-sided truck, Bedford engine, 2-speed axle, choice of three.

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1959 THAMES County, 60 engine, County third axle, 21-ft. platform body.

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1960 B.M.C. 7-ton, 6-cylinder diesel, 2-speed, 18-ft. alloy underframe platform body.

1960 B.M.C. 7-ton tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.

1958 BEDFORD 6-wheeler, Bedford diesel, 2-speed, Boys axle, 21-ft. platform body.

1956 GUY Invincible 6-wheeler, 6LW engine, 23-ft. platform body.

1958 GUY Invincible, Meadows 16-litre engine, air brakes, double drive, 24-ft. 6-in. platform body.

1958 SEDDON tractor unit, 6LW engine, fifth-wheel coupling, air brakes.

1960 A.E.C. Mercury, 7.75 engine, air brakes, 21-ft. wooden platform body, choice of three.

1959 B.M.C. 7-ton medium-wheelbase tipper, choice of two.

1960 A.E.C. Mercury tractor unit, fifth-wheel coupling.

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1960 FORD Trader 6-wheel County extended flat, £950.
1960 DODGE 6-wheel tipper, York third axle, Leyland 175 engine, 2-speed axle, £1,600.
1960 FORD Trader 6-wheel tipper, Boys third axle, Homalloy body, tare 5 ton 5 cwt., £1,500.
1960 FORD Trader 7-ton flat, small mileage, choice of four, each £725.
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1960 B.M.C. 7-ton diesel tipper, 2-speed axle, steel body, £750.
1960 FORD Trader short-wheelbase tipper, drop-side body, 9.00 x 20 tyres, £775.
1960 June, BEDFORD S-type 7-ton diesel tipper, steel body, 9.00 x 20 tyres, £785.
1960 FORD Trader 6D long-wheelbase double-ram tipper, 15-ft. wooden drop-side body, £795.
1960 DODGE medium-wheelbase double-ram tipper, R6 engine, forward-control model, 2-speed axle, £675.
1959 FORD Trader 6D 7-ton flat, choice of 10, from £395.
1959 FORD Trader 160-in.-wheelbase, steel drop-side tipper, 15-ft. body, £725.
1959 FORD Trader 6D medium-wheelbase double-ram tipper, steel body, £725.
1959 FORD Trader 6-wheel flat, County extension, 9.00 x 20 tyres, choice of three, £895.
1958 DODGE, Leyland 350, long-wheelbase tipper, steel coal body, 2-speed axle, £850.
1958 November, COMMERCIAL TS3 long-wheelbase flat, 9.00 x 20 tyres, £525.
1958 FORD Trader 6D 7-ton truck, £475.
1958 FORD Trader 6D short-wheelbase tipper, £475.
1958 FORD Trader 6D medium-wheelbase tipper, £485.
1957 BEDFORD 7-ton S-type flat, 300 engine, to clear, £325.
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1959 Thames Trader 7-ton long-wheelbase lorry, very
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1957 BEDFORD diesel 7-ton long-wheelbase (win-
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1957 MORRIS J2 van.
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1958 December, Thames Trader 5-ton 4-cylinder
diesel, long-wheelbase drop-side truck, one
owner, £525.
1958 August, Thames Trader, artic. unit, 6-cylinder
diesel, 8.25 x 20 12-ply tyres, one owner,
£475.
1957 September, BEDFORD 7-ton, 300 diesel, long-
wheelbase platform truck, £550.
1956 March, LEYLAND Comet, 7-ton diesel, long-
wheelbase twin-ram tipper, 5-speed gearbox,
drop-side alloy body, £750.
1956 B.M.C. 7-ton diesel, long-wheelbase platform
truck, £300.
1956 FORD Thames 4-ton, 4D, drop-side truck,
steel container's tru k, £325.
1956 BEDFORD 5-ton short-wheelbase diesel tipper,
specimen vehicle, £300.
1955 November, BEDFORD 7-ton diesel long-
wheelbase tipper, high-side body, suitable for
bulk haulage, £375.
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tipper choice of two, £300-£250.
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alloy body, £125.
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1953 FORD Thames 3-ton petrol drop-side truck,
one owner, £150.
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20-ft. platform body, one owner, immaculate
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1958 SEDDON diesel Mk. 15, fitted with Gardner
5LW engine, 6-wheeler, fitted with 9.00 x 20
tyres, 24-ft., alloy frame, double drop-side body, one
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1957 BEDFORD 7-ton, fitted with a Leyland engine,
fitted with 9.00 x 20 tyres, alloy frame wood
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1957 COMMERCIAL TS3, fitted with 9.00 x 20 tyres, air
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canopy over roof, choice of three from £375.
FODEN FD6 Mk. 3, 8-wheeler, double drive, fitted with
24-ft. platform body, in good condition throughout,
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1955 SENTINEL light 6-wheeler, fitted with 24-ft.
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MAUDSLAY, fitted with A.E.C. 7.7, fitted
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OFFER A SELECTION OF THEIR
USED STOCK.

DODGE cattle trucks on 7-ton long-wheelbase diesel
chassis with 2-speed and Buick extension, good con-
dition, choice of several, £600 each.
DODGE, 1956, hydraulic tipper, P6, £300.
COMMERCIAL 15-cwt. forward-control van, 1960, heater,
£490.
COMMERCIAL TS3, 1956, platform lorry, 18-ft. long, recon-
ditioned engine and new braking system 10,000 miles
and, good tyres, £450.
COMMERCIAL TS3 platform lorries, 18 ft., good tyres, excel-
lent condition, choice of two, 1957 at £550, 1958 at
£550.
FORD 12-cwt. van, 1958, repainted, reconditioned engine,
£295.
LAND-ROVER, short wheelbase, petrol, 1955, five new
tyres, one owner, £250.

LARGE SELECTION OF VANS AND PICK-UPS.
IMMEDIATE DELIVERY OF A.E.C., DODGE, FORD
STANDARD AND LAND-ROVER COMMERCIAL
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E. J. BAKER AND CO. (DORKING), L. TD.
BIRCHETT ROAD, ALDERSHOT.
Phone, Aldershot 24242-5.
AFTER 6 P.M., 29803.

NEW BEDFORD 7-ton TK tipper, 300 diesel engine,
2-speed rear axle, 6-cu.-yd. drop-side steel body.
1954 7-ton BEDFORD R6 diesel, long-wheelbase drop-
side truck, well tyre, £185.
1955 BEDFORD 5-ton long-wheelbase hydraulic
tipper, petrol engine, 5 cu. yd., £290.
1960 MORRIS 30-cwt. drop-side truck, B.M.C. diesel
engine, as new, unmarked, £535.
1955 DODGE 4-ton P4 diesel engine long-wheelbase
drop-side truck £125.
GOOD selection of BEDFORD CA 10- and 15-cwt. vans
from £100. 928-267

**THE NIGHTINGALE ENGINEERING CO.,
L. TD.**

IMMEDIATE delivery new COMMERCIAL TS3 F.A.E.
tractor.
1960 (Late) A.E.C. 8-wheeler, as new.
1956 ATKINSON 8-wheeler, 6LW, 24-ft. alloy body,
nice condition.
1956 THORNYCROFT 8-wheeler, 24-ft. all-metal
platform body, ex C-licence operator, one
owner, clean vehicle, choice of two.
1956 ATKINSON T745 tractor unit, good condition.
1955 FODEN twin-steer platform, 5LW Gardner
engine, clean vehicle.
WESTERN LANE, London, S.W.12. Kelvin 2191.
928-292
A39

Used Goods Vehicles (contd.)

HENRY EATON, L. TD.
(Rebuilt) LEYLAND Comet forward-control 7-ton platform lorry, £750.
1954 December, ALBION Chieftain double-deck cattle truck, container body, £585.
1954 TINKINSON 7-ton short-wheelbase hydraulic tipper, Gardner engine, £245.
1958 October, BEDFORD 7-ton long-wheelbase drop-side truck, 2-speed axle, Bedford 300 diesel engine, £495.
1954 BEDFORD diesel 7-ton chassis-cab, £175.
1958 BEDFORD 6-ton long-wheelbase platform lorry, Bedford 360 diesel engine, £450.
1958 BEDFORD 7-ton tipper, steel U body, £375.
1956 BEDFORD 7-ton long-wheelbase drop-side truck, several at £150 each.
1956 7-ton 18-ft. platform lorry: 5LW engine, 2-speed gearbox, £195.
1959 60 Thames Trader 6D tractor, S.A.E. coupling, very clean, £745.
1954 4D 3-ton drop-side truck, £250.
1960 MORRIS diesel 7-ton medium-wheelbase tipper, Milshaw gear, high-sided alloy body, 9.00 x 20 tyres.
1957 SEDDON Mk. 15 7½-ton long-wheelbase platform lorry, £650.
1949 SEDDON 6-ton P6 long-wheelbase, Rais, from £125 each.
1957 SENTINEL 7-ton long-wheelbase platform lorry.
1955 December, THORNycroft Sturdy Star box-van, very clean, good tyres, ex private firm, £425.
1955 ALBION Chieftain 6-ton platform lorry, Homalloy cab and body. Offers.

EXCELLENT FACILITIES FOR EXAMINATION AND TRIALS.

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200-220 CRICKLEWOOD BROADWAY,
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NEW DODGE trucks for early delivery.
NEW Thames 15-cwt. vans and trucks, also 12-seaters.
NEW Thames Trader 3-5-ton trucks.
NEW Thames Trader Lutons.
NEW MORRIS vans, 4-ton-10-cwt., J2, J4 and LD.
ALL the above vehicles available from stock.
1959 MORRIS J2 13-seater bus, also choice of two vans.
1956 MORRIS 30-cwt. diesel truck.
1958 Thames 3-ton 4D diesel truck; also 30-cwt. model.
1958 MORRIS 10-cwt. J/B van.
1957 58-59 Thames 5-7-cwt. vans, from £195.
1955 AUSTIN 2-ton boxvan, approximately 700 cu. ft., petrol. 928-157

BURGESS AND GARFIELD, L. TD.
FORD DISTRIBUTORS.
YARDLEY AND SHELDON,
BIRMINGHAM.
COMMERCIAL VEHICLE DIVISION.
Phone, Aco 0677 and She 5201.

1960 FORD Trader 5-ton 6D platform, choice of three.
1959 December, FORD Trader 7-ton 6D short-wheelbase tipper.
1957 DODGE P-6 short-wheelbase tipper, 7-ton, Eaton 2-speed axle.
1959 Thames 12-seater, choice of two.
1959 Thames 7-cwt. van, 18,000 miles only.
1959 Thames 5-cwt. van.
1959 Thames 5-cwt. van.
1958 Thames 5-cwt. van.
1958 AUSTIN A55 van.
1960 AUSTIN A55 pick-up.
1959 AUSTIN A35 van.
1958 AUSTIN A35 van.

NEW VEHICLES FOR IMMEDIATE DELIVERY.
FORD Trader 5-ton 6D 152-in.-wheelbase truck.
FORD Trader 7-ton 6D Anthony drop-side tipper, 9.00 x 20 tyres.
FORD Trader 7-ton 6D Edbro fixed-side tipper, Eaton 2-speed axle, 9.00 x 20 tyres.
FORD Trader 5-ton 6D Anthony drop-side tipper, 8.25 x 20 tyres.

ALL OTHER MODELS EARLY DELIVERY.
440 928-188

Used Goods Vehicles (contd.)

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705 LONDON ROAD,
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(BRANCH OF CITY MOTORS, OXFORD).
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MAIN DEALERS FOR BEDFORD IN OXON AND BERKS.

NEW BEDFORDS FOR IMMEDIATE DELIVERY.
NEW BEDFORD TK 12-ton diesel tractor unit with or without Scammell coupling, 5-speed gearbox, 2-speed axle.
NEW BEDFORD TK 5-ton diesel long-wheelbase alloy cattle container.
NEW BEDFORD 35-cwt. diesel chassis-cab with Marshall boxvan body.
NEW BEDFORD 15-cwt. diesel Walker's builder's truck.
NEW BEDFORD TK 7-ton diesel chassis-cab, 2-speed axle.
NEW BEDFORD TK 7½-ton diesel tipper, Leyland engine.
LSD in stock new vans and Rice trailers.
LARGE selection of quality used trucks at the right price.

BEDFORD.
1956 5-ton diesel long-wheelbase normal-control drop-side, choice of three, £425.
1955 7-ton petrol long-wheelbase forward-control drop-side, £250.
1955 DODGE 5-ton drop-side diesel truck, brown, £275.
USED VANS.
1959 BEDFORD 10-12-cwt. short van, blue, £295.
1958 AUSTIN 15-cwt., green-cream, £275.
1955 HILLMAN estate car, grey, £275.
1958 MORRIS Oxford pick-up with tilt, green, £285.
1956 AUSTIN A40, blue, £190.
1957 VOLKSWAGEN 15-cwt. pick-up, blue, £285.
1958 BEDFORD 10-12-cwt. vans, from £175.
1958 BEDFORD 10-12-cwt. 6-7-seater Dormobiles, from £215.
1952 BEDFORD 2-ton boxvan, £125.

GREAT WESTERN MOTORS, READING.
928-178

TWO GATES GARAGE, L. TD.
OXFORD ROAD,
RYTON-ON-DUNSMORE.

DODGE DISTRIBUTORS. PERKINS SIGNHOLDERS.
1957 DODGE 7-ton long-wheelbase platform lorry, Perkins P-6 engine, excellent condition.
1954 58 DODGE reconditioned short-wheelbase wood or metal body tipper, P6 or R6 engines, semi or forward control.
1958 BEDFORD long-wheelbase aluminium platform lorry, Leyland diesel engine, immaculate condition.
1956 B.M.C. long-wheelbase drop-side lorry, reconditioned diesel engine, very clean.
1955 FORD 4D dual purpose platform-cattle truck.
1958 THAMES 15-cwt. van, good condition and tyres.
1955 VOLKSWAGEN 15-cwt. pick-up, sound vehicle.
1958 AUSTIN A55 van, exceptionally clean, tyres as new.
1957 BEDFORD Grosvenor-Grafton personnel carrier. 928-189

MAYDAY MOTORS, L. TD.
DODGE DISTRIBUTORS.

EARLIEST DELIVERY ALL MODELS.
NEW Thames Trader 7-ton 6D diesel tipper, steel body, immediate delivery, choice of two, £1,450.
NEW AUSTIN 7-ton petrol van, primer, £716.
NEW Atlas Major 10-12-cwt. van, blue, extras, £520.
NEW AUSTIN J4 10-12-cwt. van, £470.
NEW 7-cwt. Thames van in primer, at £417 6s.
NEW 5-cwt. Thames van in primer, at £389 7s.
1961 Thames 4-cylinder petrol chassis-cab, 500 miles only, £605.
1960 BEDFORD CA van, long wheelbase, 5,000 miles, unwritten, excellent, £355.
1959 Thames 5-cwt. van, unwritten, one owner, 13,000 miles, £265.
1959 Thames 10-12-cwt., low mileage, unwritten, £285.
1958 (Late) Thames 15-cwt. van, with heater, excellent order, £275.
1958 AUSTIN A101 10-cwt. van, unwritten, low mileage, excellent, £225.
1957 DODGE 6-ton diesel tipper, 6-cu.-yd. alloy body, 2-speed axle, £625.
1956 DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. body, choice two from £525.
1956 Thames van, excellent condition, unwritten, £160.
1958 DODGE 6-ton short-wheelbase diesel tipper, choice of six from £475.
1955 AUSTIN 5-ton long-wheelbase truck, petrol, fair condition, £165.
1955 Thames van, privately used, £145.

MAYDAY RD., Thornton Heath, Croydon. Thornton Heath 3473-4-5. 928-338

Used Goods Vehicles (contd.)

PHILLIPS MOTOR SERVICES (SHEFFIELD), L. TD.

A.E.C. DODGE TROJAN SERVICE.
OFFICIAL TECALEMIT SYNDROMIC AND A.C.L. FITTING STATION.

NEW VEHICLES IN STOCK.
A.E.C. Mercury long-wheelbase chassis and cab.
A.E.C. Mammoth Major 11.3 engine fitted with Pilot U7 tipping gear and 22-ft. sub frame.

SECOND-HAND vehicles—tipping.
1960 FODEN KG6LX-24, alloy body.
1960 BEDFORD J-type N/C.
1960 FORD Thames Trader, 138-in.-wheelbase.
1960 FORD Thames Trader 160-in.-wheelbase.
1959 B.M.C. 6-wheel/er, 20-ft. alloy body.
1958 DODGE long-wheelbase, Leyland engine.

PLATFORM and drop-side vehicles.
1959 ALBION Chieftain, alloy body.
1958 FORD Thames Trader.
1958 FORD Thames Trader.
1957 ALBION Clydesdale, alloy body.
1957 GUY Warrior.
1957 BEDFORD 6-ton.
1955 ALBION Clydesdale.
1955 COMMER TS3.
1958 November, FORD 15-cwt. van.
443 HANDSWORTH ROAD.
SHEFFIELD, 13.
Woodhouse 2541 (three lines). 928-346

COMMERCIAL VEHICLE SALES AND REPAIRS, L. TD.
A.E.C. MORRIS-COMMERCIAL AND YORK.

1959 ALBION Clydesdale CD21L, new tyres, 6-speed, heater, drop-side 21 ft., in fine order.
1960 COMMER TS3 Scammell tractor unit, 5-speed, heater, good tyres, excellent order.
1960 LEYLAND Comet C3 3-3 chassis-cab, 6-speed heater, flashers, in good order.
1957 COMMER TS3 7-ton platform, good order.
1959 COMMER TS3 Scammell tractor unit, good order.
CRANES CLOSE,
BASILDON.
Phone 20223. 928-185

ORMSKIRK MOTORS, L. TD.
MAIN VAUXHALL-BEDFORD DEALERS.

NEW BEDFORD 7-ton 5-model tipper, standard Bedford body, 2-speed axle, 9.00 x 20 tyres.
NEW BEDFORD 7-ton TK tipper, 5-speed gearbox, diesel engine.
NEW 7-ton TK BEDFORD chassis-cab, 167-in. wheelbase, 2-speed axle, 9.00 x 20 tyres.
QUALITY USED BEDFORDS.
1960 BEDFORD 8-ton tractor, diesel, 3-speed axle, Scammell coupling, cost over £1,300 new, no part-exchanges, our price £590.
1959 BEDFORD 7-tonner, normal-control cab, 2-speed axle, diesel, Balco extension giving platform length to 19 ft., cost £1,600 new, one owner, one driver from new, our price £675.
1958 FORD Trader, 7-ton with extended chassis to give 20-ft. platform, fitted with special body for carrying tyres, engine completely overhauled by us at a cost of £110, first-class vehicle, our price, £650.

COUNTY ROAD, ORMSKIRK.
Phone, Ormskirk 2551-2-3. 928-209

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AGENTS for Austin, Ford and Standard commercials:
a large selection of new and used vans always in stock.
NEW Thames Trader 4-ton drop-side truck, 152-in.-wheelbase.
NEW AUSTIN 702 forward-control 7-ton chassis-cab, 120-in.-wheelbase.
1960 May, AUSTIN 702 diesel with 7-cu.-yd. tipping body, also fitted with 9.00 x 20 tyres, cab heater and flashers, 25,000 miles, £895.
1958 COMMER Karrier diesel 3-ton boxvan, £495.

CRAWLEY 25666 (FIVE LINES). 928-335

Used Goods Vehicles (contd.)

LIGHT COMMERCIALS.

- 1960 AUSTIN A35 van, grey, passenger seat, S/R 10,000, one owner. £285.
 1959 BEDFORD 25-cwt. van, radio, heater, Perspex roof, fitted mobile shop, S/R 18,000, one owner. £595.
 1959 AUSTIN A35 5-cwt. van, green, heater, passenger seat, £265.
 1958 AUSTIN A31 10-cwt. van, grey, heater, passenger seat, low mileage, one owner. £275.
 1958 AUSTIN A35 van, grey, passenger seat, £230.
 1958 BEDFORD CA 12-cwt. van, choice of two. £225.
 1956 AUSTIN A40 van, green, £165.

HEAVY COMMERCIALS.

- 1958 FORD 6D Trader 7-ton long-wheelbase platform truck, £475.
 1957 FODEN 6LW 12-speed box double-drop-sided platform truck, recent recon, engine, new set tyres, in immaculate order. £1,095.
 1956 ALBION forward-control diesel 6-7-ton Bonalack platform truck, maroon, immaculate. £645.
 1955 FORDSON 4D 5-ton long-wheelbase truck, fitted detachable lift and new engine, £375.
 1955 DENNIS P6 6-7-ton long-wheelbase truck, green, one owner, £150.
 1954 COMMER forward-control 5-ton 1,100-cu.-ft. Luton van, £250.
 1954 BEDFORD A-model 5-ton long-wheelbase drop-truck, £195.
 1954 FORD Thames Cost Cutter 4-cylinder 3-ton long-wheelbase double-drop-sided truck, £95.
 1953 COMMER forward-control 5-ton long-wheelbase 1,100-cu.-ft. Luton van, £195.
 1950 COMMER 16-ft. platform trailers with fifth wheel and Scammell attachments, one owner, complete at £195.
 1950 ARTICULATED 23-ft. 3-way-loader boxvan with A hydraulic tail lift, fifth wheel and S.A.E. couplings, £395.

SIDFORD CAR SALES, LTD.

98-116 COMMERCIAL ROAD,
 SOUTHAMPTON.
 Phone 25252-3-4-5. 928-39

BENTLEY BROS. (SHEFFIELD), LTD.

VAUXHALL-BEDFORD MAIN DEALERS.
 71 THE WICKLE, SHEFFIELD, 3.
 Phone 29281.

- 1958 BEDFORD 7-ton long-wheelbase drop-side 300-cu.-in. diesel, tyres, mechanically and body in excellent condition, will do years of good service, £595.
 1957 BEDFORD 7-ton long-wheelbase drop-side 300-cu.-in. diesel, excellent tyres, ready for immediate use, £425.
 1957 COMMER 30-cwt. van, petrol engine, finished in primer, ready for immediate use, £225.
 1956 BEDFORD 7-ton long-wheelbase tipper, R6 diesel engine, recently reconditioned, good value at £350.
 1956 BEDFORD 5-ton long-wheelbase drop-side, petrol, repainted, suit coal bagging, etc. choice of two, £225. 928-197

- 1959 ALBION Chieftain long-wheelbase tipper.
 1957 ALBION Reiver drop-side, Leyland engine.
 1956 BEDFORD 7-ton long-wheelbase diesel tipper.
 1960 COMMER TS1 long-wheelbase diesel tipper.
 1958 DODGE twin steer drop-side.
 1960 December, LEYLAND Comet 6-wheel tipper, very clean.
 1960 FODEN 4-wheel platform.
 1954 NEW ALBION Super Reiver chassis and cab, suit 23-ft. 6-in. body.
 1954 NEW LEYLAND Comet tipping chassis with 370 engine.

HIRED-PURCHASE. PART-EXCHANGES.

COMMERCIAL MOTORS (CLAY CROSS), LTD.

CLAY CROSS, DERBY.
 Phone, Clay Cross 3362—night extension. 928-52

A. E. C. CONNORTON, LTD.

AUTHORIZED FORD AGENTS.

- NEW FORD Trader 6D. Baico extension chassis, fitted with 1,500-cu.-ft. Luton body.
 1957 FODEN 6-wheeler, 22-ft. drop-sided body, air brakes, 10.00 x 20 tyres, 12-speed gearbox, one licence, very clean.
 1950 FODEN 6-wheeler, 6LW, double drive, platform body, 9.00 x 20 tyres, £500.
 1956 THORNycroft 8-ton, 20-ft. truck body, 8.25 x 20 tyres, one owner, C licence, £275.
 1958 Thames Trader 7-ton, double drop sided, long wheelbase, £400.
 1954 DODGE 2-ton van, £150.
 1950 FODEN FG 8-wheeler, double drive, one owner, choice of three, £550 each.
 1950 FG 7-ton, 4LW, 18-ft. platform, £250.
 1951 LEYLAND Comets, diesel, choice of five, £175 each.
 1960 BEDFORD 7-ton long-wheelbase, 300 diesel, 9.00 x 20, low mileage, £725.
 1960 December, COMMER 10-cu.-yd. twin-ram tipper, 9.00 x 20, 4,800 miles, £1,050.

HIRED-PURCHASE arranged.

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Used Goods Vehicles (contd.)

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NEW COMMERCIAL VEHICLES

FOR

IMMEDIATE DELIVERY.

- 7-TON 6-CU.-YD. EDBRO DROP-SIDE TIPPER.
 7-TON TWIN RAM EDBRO DOUBLE-DROP-SIDE METAL BODIED TIPPER.

USED VEHICLES.

- 1960 FORD 7-ton short-wheelbase tipper, £685.
 1958 FORD Trader 3-ton flat platform, £400.
 1956 FORD 30-cwt. lorry, £195.
 1960 AUSTIN 7-ton forward-control medium-wheelbase tipper, £795.
 1956 B.M.C. 7-ton flat platform, power steering, two-speed axle, £575.
 1955 BEDFORD 7-ton 6-wheeler Boys axle, £495.
 1957 BEDFORD S-type medium-wheelbase tipper, £495.
 1955 COMMER 7-ton tipper, alloy body, £375.
 1950 E.R.F. 7-10-ton platform lorry, £325.
 1952 LEYLAND Royal Tigre coach, 41 seater, £1,150.
 1957 SEDDON Tipper, fibreglass cab, £595.

CALL TO SEE US 9 A.M.-8 P.M. DAILY.
 A PHONE CALL WILL BRING US TO YOU.

ST. HELENS 6381.

928-258

DEES OF CROYDON.

CROYDON 6011.

A SELECTION OF OUR USED VEHICLES.

- 1959 BEDFORD 300 diesel 7-ton long-wheelbase truck low-mileage engine, 8.25 x 20 12-ply tyres, £710.
 1959 Trader 7-ton 160-in. wheelbase 6D chassis-cab, 8.25 x 20 tyres, £575.
 1958 Trader articulated unit, £550.
 1959 Trader 5-ton 4D 152-in. wheelbase truck, £660.
 1960 Thames 5-cwt. vans from £265.

HUBERT DEES, LTD.

15-19 BRIGHTON ROAD,
 SOUTH CROYDON.
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COMMERCIAL VEHICLE SPECIALISTS.

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- 1958 Thames Trader 7-ton diesel, 17-ft. platform body.
 1956 COMMER Boys 6-wheeler diesel, 21-ft. alloy platform, 2-speed axle, first-class condition.
 1955 DODGE 7-ton diesel 19-ft. alloy platform, 2-speed axle, reconditioned R6 engine, immediate delivery.
 1955 AUSTIN 7-ton diesel, 2-speed axle, power steering, 16-ft. 6-in. flat, new liners and pistons, immediate delivery.
 1953 ATKINSON 8-wheeler, 21-ft. platform, double drive, air brakes, 6LW, in good running order.
 1952 THORNycroft short-wheelbase 6-ton tipper, Perkins R6 diesel.

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FOR ALL

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SPECIAL OFFER:—

- 5-TON MORRIS 6-cylinder truck, in good working condition, £250.
 1959 Thames Trader 7-ton truck, choice of two, £600 and £625.
 1956 FORD Squire, in good condition, £230.
 1956 FORD 5-cwt. van, black and cream, £140.
 1959 BEDFORD 10-12-cwt. van, £200.
 CHOICE of other 5-cwt. FORD vans in stock.

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928-381

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MAIN FORD DEALERS.

LONDON ROAD.

SHEFFIELD.

Phone 29991.

- 1961 COMMER 4-berth de luxe Caravette, 2,500 miles, as new, £725.
 1958 7-ton Thames Trader fixed-side steel-bodied tipper, £725.
 1958 7-ton Thames Trader fixed-side steel-bodied short-wheelbase tipper, £625.
 1957 Thames 2-ton van, in green, £350.
 1957 BEDFORD Workobus in green, £260.
 1956 Thames 3-ton truck with 4-cylinder diesel engine, £260.

NEW.

- THAMES Trader 7-ton 108-in. drop-side and fixed-side tipper, ex stock.
 THAMES Traders 139-in. and 160-in. chassis-cabs ex stock.
 10-12- and 15-cwt. vans, early delivery.
 EDBRO 4LNX tipping gears, ex stock.

ASSOCIATED WITH

WEST RIDING MOTOR CO.

SHEFFIELD ROAD,

ROTHERHAM.

Phone 77296. 928-238

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FENGATE, PETERBOROUGH.

Phone, Peterborough 67048.

MAIN DISTRIBUTORS NEW E.R.F., COMMER AND B.T.C. TRAILER.

- 1949 ALBION Chieftain, fitted Duramin cab and drop-side body, well tyred, mechanically good.
 1955 SENTINEL DV66M 6-wheeler, fitted Sentinel 6-cylinder diesel engine, air brakes and 23-ft. 6-in. alloy platform body, sound machine, one owner.
 1957 BEDFORD 7-ton model, 300 diesel, fitted platform body, very clean.
 1955 DODGE 106 P6 double-drop-side, good condition.
 1959 SEDDON drop-side truck, Leyland engine, good tyres, one owner, immaculate.
 1958 7-ton Thames Trader drop-side truck, one owner, immaculate condition.
 1958 LATE 1954 SENTINEL 6-wheeler, long wheelbase, recently reconditioned and fitted new tipping gear and high-sided coal body, nice clean bulk tipper. 928-182

RAY POWELL, LTD.

SUCCESSORS TO:—

HALE MOTORS (TOTTENHAM), LTD.

THE HALE, N.17.

Tottenham 7771 (five lines).

- NEW COMMER super capacity 30-cwt. petrol boxvan. Also diesel available.
 NEW COMMER 15-cwt. boxvan, various specifications.
 NEW COMMER personnel carrier, red.
 NEW AUSTIN 15-cwt. Omnivan, primer.
 NEW FORD Trader 1,860-cu.-ft. Luton van, painted grey.
 1960 COMMER 15-cwt. petrol boxvan, hinged doors.
 ALL the above in stock, available for immediate delivery. 928-264

TOM BYATT (STOKE), LTD.

OFFER, SUBJECT TO BEING UNSOLD, THE FOLLOWING USED COMMERCIAL VEHICLES.

THREE MONTHS' GENUINE WARRANTY.

- 1958 E.R.F. twin steer, rebuilt and reregistered, 20-ft. drop-side body.
 1960 BEDFORD J-type normal-control diesel long-wheelbase drop-side, 9.00 x 20 tyres.
 1957 BEDFORD 6-ton forward-control diesel drop-side reconditioned cab, engine and gearbox recently renewed.
 1960 BEDFORD S-type short-wheelbase diesel drop-side tipper, all new 9.00 x 20 Michelin X tyres, unladen weight 3 tons 19 cwt., choice of two.
 1957 BEDFORD S-type long-wheelbase petrol drop-side.
 1957 BEDFORD S-type diesel tipper, unladen weight 2 tons 19 cwt.
 1957 Thames Trader 6-ton 6-cylinder diesel, 16-ft. platform body, 8.25 x 20 tyres, heavy-duty springs, A.C.T. lubricator, a first-class vehicle.
 1957 COMMER 7-ton diesel drop-side tipper.
 1956 Thames 2-3-ton diesel drop-side truck.
 1958 BEDFORD diesel 6-wheel double-drop-side truck, Boys trailing axle conversion, choice of three, all excellent.

PHONE. CALL OR WRITE:—

TOM BYATT (STOKE), LTD.

Used Commercial Sales Department.

VICTORIA ROAD,

FENTON.

STOKE-ON-TRENT.

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Used Goods Vehicles (contd.)

COMBERHILL MOTORS, L. TD.
INGS ROAD WAKEFIELD.
6771 10 lines.

IMMEDIATE delivery of 40 brand-new Morris-B.M.C., Mercedes-Benz, Commer and Atkinson 5644 4-, 6- and 8-wheel Milshaw alloy tippers for bulk coal transport.
NEW ATKINSON T160X (Gardner 6LX 150 h.p.) 4-wheel double-drive tractor unit, power steering.
NEW ATKINSON T1786X (Gardner 6LX) 17-ton 4-wheel Milshaw 23-ft. alloy tipper, 40 x 8.
NEW ATKINSON 6126ST (Gardner 5LW) 12-ton light-weight 6-wheeler Milshaw 18-ft. alloy tipper.
NEW ATKINSON T746X (Gardner 6LX 150 h.p.) 4-wheel tractor, fifth-wheel coupler.
1960 ATKINSON T1786X (Gardner 6LX engine) 17-ton 8-wheel double-drive 24-ft. platform.
1960 MORRIS B.M.C. (1.5-litre) 7-ton 4-wheeler Milshaw 15-ft. alloy tippers; choice of six.
1959 ATKINSON T1786X (Gardner 6LX) 17-ton 8-wheel Milshaw 23-ft. alloy tipper.
1959 ATKINSON T746A (Gardner 6LX) 4-wheel tractor, air brakes, fifth wheel.
1959 ALBION Caledonian (Leyland 9.8-litre) 17-ton 8-wheel Pilot 20-ft. Homalloy tipper.
1959 ALBION Clydesdale (Leyland Comet diesel) 8-9-ton 4-wheel Milshaw 13-ft. alloy tipper.
1959 THORNycroft Frustey 17-ton 8-wheel 25-ft. alloy drop-side, air brakes, 40 x 8.
1959 ATKINSON 5644LW (Gardner 4LW) 8-10-ton 4-wheel Edbro 12-ft. alloy tipper.
1959 58 ATKINSON 5644LW (Gardner 4LW) 8-10-ton Milshaw 15-ft. alloy tippers.
1959 ATKINSON T1786 (Gardner 6LW) 17-ton 8-wheel 24-ft. drop-side, mileage 40,000.
1957 A.E.C. Mercury Mark II (7.5-litre) 8-10-ton 4-wheel 21-ft. platform, 9.00 x 20.
1955 FORD F66-15 (Gardner 6LW) 8-wheel double-drive Milshaw win-ram 23-ft. tipper.
1955 LEYLAND Octopus 1600 9.8-litre 8-wheel double-drive Pilot 22-ft. tipper.

CHOICE OF 50 HIGH QUALITY
USED FREIGHT AND TIPPERS
IN STOCK FOR
IMMEDIATE DELIVERY.
COMPLETE LIST ON REQUEST.

928-521

ISHERWOODS GARAGES, L. TD.
DODGE AND E.R.F. DISTRIBUTORS.

1960, December, FORD Trader 6-wheeler, Edbro metal large-capacity body, fixed side and twin-end-ram gear.
1959 COMMER TS3 7-ton tipper.
1959 BEDFORD 7-ton drop-side truck, Leyland Coma engine long wheelbase, Eaton 2-speed axle.
1959 (Registered) DENNIS 6-ton tipper (ex-Military), Dennis Max diesel engine, new wrap-round vision cab.
1958 SEDDON 7-ton drop-side tipper.
1957 BEDFORD 7-ton tipper, Leyland Comet engine, medium wheelbase, choice of two.
1956 FORD Thames 5-ton drop-side tipper, Perkins engine.
1954 FORD Thames 4D drop-side truck.

110 BUXTON ROAD,
STOCKPORT.
Phone, Stockport 5083.

928-251

CAPITAL MOTOR CO., L. TD.
TOTTENHAM LANE,
HORNSEY, N.8.
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BEDFORD MAIN DEALERS, SCAMMELL DISTRIBUTORS.

1954 AUSTIN 5-ton forward-control platform, fitted with ACL and Perkins P6 diesel, in excellent condition.
1957 BEDFORD long-wheelbase platform with Bedford 300 diesel, in immaculate condition, including tyres, £465.
1960 BEDFORD CAS 10-12-cwt. van, £325.
1959 FORD Thames 10-12-cwt. van with side entrance, excellent order, £295.
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NEW IMMEDIATE DELIVERY.

7-TON COMMER 13-ft. 6-in.-wheelbase chassis-cab, 9.00 x 20 tyres 5-speed gearboxes and air brakes. COMMER tractor with Scammell couplings.
1959 Thames 7-ton Hands G-type coupling, £595.
1957 COMMER, slatted sided capacity body, air brakes, excellent condition.
1955 ALBION Chieflain flat platform.
1953 FORD ET7 tractor unit, Scammell coupling, new P6 engine recently fitted, etc.

38 UNBRIDGE ROAD,
EALING, W.5.
Ealing 7987.

928-322

Used Goods Vehicles (contd.)

S P A GARAGE (LEEDS), L. TD.
MEANWOOD ROAD,
LEEDS, 7.
Phone, Leeds 34884-5.
EVENINGS 688516.

FOR

ALBION.
LEYLAND.
COMMER.
1959 ALBION Chieflain, twin-ram underfloor gear, timber body, 9.00 x 20 tyres, excellent condition, £950.
1959 B.M.C. 7-ton boxvan body, good tyres, excellent condition, £650.
1958 FORD Trader 6D, platform body, very clean, £650.
1958 A.E.C. Mercury long-wheelbase, platform body, one owner-driver, ready for work, £1,050.
1958 BEDFORD 7-ton long-wheelbase, Comet engine, drop-side body, good tyres, excellent condition.
1957 ATKINSON Twin Steer, 5LW engine, 10.00 x 20 tyres (good), twin-ram gear, 21-ft. alloy body, £1,050.
1955 ALBION Reiver, Leyland engine, 22-ft. platform body, £500.
1955 ALBION Reiver, Albion engine, 22-ft. platform body, ready for immediate use, £500. 928-239

CHANDLERS MOTORS, L. TD.
ESTABLISHED 42 YEARS.

LUTON vans and pantechinons.
1,200 CU.-FT. 1954 BEDFORD petrol pantechinon aluminium body, integral cab; choice of three, £365.
1,220 CU.-FT. 1950 SEDDON P6 diesel pantechinon very little used, used by large C-licence operator, in excellent order, £200.
1,000 CU.-FT. 1955 AUSTIN petrol pantechinon, low loader, £285.
1,050 CU.-FT. 1958 BEDFORD 300 diesel, pantechinon, Plymax body, £500.

TRUCKS and units.
1958 BEDFORD-SCAMMELL 8-ton unit, 300 diesel, 20-ft. Scammell trailer, £420.
1956 BEDFORD 3-ton petrol tipper, £320.
1956 AUSTIN 5-ton diesel truck, immaculate condition, £285.
1955 BEDFORD diesel 10-ton unit, fifth-wheel coupling and 22-ft. Dyson trailer, £295.
1955 DODGE 6-ton petrol tipper, 6-cu.-yd. drop-side steel body, in good condition, £180.
1955 AUSTIN 5-ton truck, petrol, £150.
1955 AUSTIN 2-ton diesel truck, £150.
1953 AUSTIN Loadstar 6 diesel truck, £150.

CHANDLERS MOTORS, L. TD., 71 Greenwich South
S. London S.E.10. Gre 2033-4. 928-330

SPURLING MOTORS (CHISWICK), L. TD.
(CHISWICK FLYOVER).
VAUXHALL, BEDFORD MAIN DEALERS.

FOR quality tested used vehicles.
1958, 1959 and 1960 CA vans, long and short, from £275.
1958 BEDFORD Hawson CA van, one owner, first-class condition, choice of two, from £250.
1956 BEDFORD 3-ton petrol Spurling van, £225.
1955 BEDFORD 5-ton diesel boxvan, 1,000 cu. ft., reconditioned engine, in excellent condition, £425.
1958 COMMER Karrier 3-ton diesel boxvan, 350 cu. ft., separate cab, very clean vehicle, £675.
1958 Thames Trader 7-ton diesel platform truck, clean condition, £485.
1957 AUSTIN 1.5-cwt. diesel van, one owner, £285.
BEDFORD HOUSE,
CHISWICK HIGH ROAD,
CHISWICK, W.4.
Chiswick 6741. 928-336

W. HAROLD PERRY, L. TD.
STATION BRIDGE,
WEALDSTONE, MIDDLESEX.

1960 Trader 6 x 2 County, 25-cu.-yd. tipper, power steering, new tyres, £1,700.
1961 Trader 6 x 2 County 23-cu.-yd. tipper, Eaton 2-speed, power steering, £2,400.
1959 Thames 5-ton long-wheelbase milk-float truck, £465.
1955 Thames 3-ton Luton van, £475.
1953 Thames 4-ton P6 4-cu.-yd. tipper, £235.
1954 4-ton P6 long-wheelbase truck, £275.
1957 Trader 5-ton 6D long-wheelbase truck, £485.
1951 AUSTIN 900-cu.-ft. diesel Luton van, £325.
1956 Thames 4-ton tipper, £325.
1956 DODGE 5-ton tipper, £295.
1956 DODGE 5-ton tipper, £295.
1956 Thames 6-cu.-yd. tipper, £350.

HARROW 1031.

OPEN UNTIL
7 P.M. MONDAYS TO FRIDAYS.
AND TO
5.30 P.M. SATURDAYS. 928-320

Used Goods Vehicles (contd.)

C. L. AND H. L. BLUNDELL, L. TD.
AUSTIN, DODGE MAIN DEALERS.

TIPPERS.

1959 AUSTIN 7-ton steel-body tipper, 9.00 x 20 tyres, fair condition, £600.
1952 DODGE short-wheelbase tipper, petrol engine, just overhauled by us, very clean for year, £175.
1947 COMMER 41-yd. petrol-engined tipper, reduced to £70.

TRUCKS.

1959 Thames Trader 7-ton platform, reconditioned engine, reduced to £695.
1958 AUSTIN 7-ton Series 702 drop-side truck, 9.00 x 20 tyres, reduced to £545.
1958 AUSTIN 5-ton forward-control drop-side truck, 8.25 x 20 tyres, helper springs, choice of three, reduced to £500.
1947 E.R.F. 7-tonner, LW engine, £295.

VANS.

1960 BEDFORD long-wheelbase 15-cwt. van, good condition, £325.
1953 COMMER 3-ton van with side-loading doors and integral cab, 100% condition throughout, new tyres, £140.
1951 As above but requires tidying, £40.
1948 BEDFORD 5-ton pantechinon truck, integral 3-seater cab, walk-in well on rear, £60.

CANTERBURY 5476.

FOLKESTONE 51988.

ASHFORD (KENT) 99.

AFTER 6.30 P.M., LITTLEBOURNE (KENT) 318
928-410

GATES OF WOODFORD.

FORD MAIN DEALERS,
CHIGWELL ROAD,
WOODFORD GREEN.
Wanstead 6633.

SEE our selection of Bedford, B.M.C. and Commer platforms, trucks and boxvans, at competitive prices.

928-295

1959 THAMES TRADER 7-TON DROP-SIDE TRUCK.
£700.

1956 COMMER TS3 7-TON PLATFORM TRUCK. £595.

For fuller details of these vehicles and early delivery of all new AUSTIN commercial vehicles contact

VINCENTS OF READING, L. TD.

AUSTIN DISTRIBUTORS,
STATION SQUARE,
READING BERKS.
Phone, Reading 54204. 928-346

WRAY PARK GARAGES, L. TD.

MORRIS DISTRIBUTORS,
REIGATE 2263 (SURREY).

NEW MORRIS COMMERCIAL VEHICLES IN STOCK INCLUDE:—

3-TON FG drop-side truck, diesel.

30-CWT. LD5 van, petrol.

15-CWT. J2 van.

10-12-CWT. J4 van.

SECOND-HAND VEHICLES:—

1953 BEDFORD 30 Luton van, £195.

1955 MORRIS 1½-ton van, £150.

1959 BEDFORD 15-cwt. van, £300.

1954 MORRIS 1-ton van, £125.

928-358

MARSTON MOTOR CO., L. TD.

SEVEN SISTERS ROAD,
TOTTENHAM, LONDON, N.15.
Phone, Stamford Hill 8000.

MAIN RETAIL DEALERS FOR AUSTIN COMMERCIAL VEHICLES AND SOLE DISTRIBUTORS FOR THORNycroft COMMERCIAL VEHICLES FOR LONDON AND HOME COUNTIES NORTH OF THE THAMES.

1956 AUSTIN 3-ton forward-control, diesel, 1,500-cu.-ft. Luton van body, just rebuilt, in primer, £595.

1956 BEDFORD 7-ton platform lorry, R6 diesel engine.

1956 AUSTIN 7-ton forward-control drop-side truck, 2-speed axle, reconditioned engine done approximately 20,000 miles, £475.

1955 BEDFORD 5-ton, petrol, 1,250-cu.-ft. Luton van, in excellent condition.

1954 BEDFORD 5-ton, petrol, 1,250-cu.-ft. Luton van, choice of two, in excellent condition.

928-408

Used Goods Vehicles (contd.)

COUNTY OAK SERVICE STATION, LTD.
VAUXHALL-BEDFORD MAIN DEALERS,
LONDON ROAD, CRAWLEY, SUSSEX.
Phone, Crawley 25475-6-7.

- 1960 AUSTIN 152 vans, choice of five from £300.
1959 BEDFORD Workobus, many extras, one owner, £370.
1959 BEDFORD 15-cwt. long-wheelbase van, one owner, £285.
1959 6-ton BEDFORD normal-control short-wheelbase diesel tipper, one owner, very clean vehicle, £645.
1959 FORD 15-cwt. Thames van, £285.
1958 AUSTIN Omnicab, one owner, £250.
1957 5-ton FORD Trader 4D truck, £375.
1957 BEDFORD Workobus, £245.
1957 7-ton DODGE diesel tipper, very good condition, £575.
OCTOBER 1954 4-ton BEDFORD tipper, good condition, new tyres, one owner, £310.
1953 COMMERCIAL 8-ton tractor unit, diesel, with 22-ft. low-loading trailer, £385.
1948 AUSTIN 3-ton meat van, £150.
1947 AUSTIN meat van, £125.

928-405

SHUKERS OF SHEFFIELD, LTD.
OFFICIAL MORRIS COMMERCIAL DEALERS,
55-60 BROAD STREET,
SHEFFIELD.
Phone 20311.

- 1949 AUSTIN 3-ton petrol tipper, wooden drop-side body, under-floor tipping gear, sound throughout, £120.
1952 BEDFORD 5-ton long-wheelbase single ram tipping gear, good tyres, ready for immediate work, £225.
1954 BEDFORD 7-ton forward-control long-wheelbase diesel flat truck, good tyres, mechanically sound throughout, £275.

928-414

TIPPERS for sale.

1960. March, GUY Invincible 8-wheeler, large coke body (Leyland), one owner, well maintained, £2,950 or offer.
1959 DODGE 4-wheeler long-wheelbase (Leyland), power steering, etc., large coal body, £1,035 or offer.
FLATS for sale.

- 1960 B.M.C., choice of two, 18-ft. bodies, from £875.
KITTIS TRANSPORT, 354 Beckton Rd., E.6. Alb 2286. 928-46

- 1959 Thames Trader 7-ton 6-yd. tipper, two offered.
DECEMBER, 1958, MORRIS 30-cwt. petrol drop-side truck, very clean, cream and black, £250.
SEPTEMBER, 1954, Thames 3-ton 3-way tipper, 4D, excellent condition, £255.
1958 BEDFORD 15-cwt. van, reconditioned engine, £175.
NORMAN REEVES (MOTORS), LTD., 215-218 High St., Uxbridge, Middlesex. Uxbridge 33444 (seven lines). 928-148

- DICKINSON AND ADAMS, LUTON, LTD., Leagrave Rd., Luton, Beds. offer—
1959, Anthony underbody gear, 11-ft. body, low mileage, good condition, taxed December, £525.
MORRIS 5-ton drop-side truck, reconditioned engine, 10-ft. 6-in. body, £145.

- 1956 (November 26) BEDFORD 7-ton drop-side truck, four new three good tyres, taxed to 16-ft. body, £165.
1947 KARRIER 3-4-ton drop-side truck, good condition, 14-ft. body, £65.
1954 COMMERCIAL 25-30-cwt. van, £95.

- 1958 MORRIS J.B. van, 10-12-cwt., £195.
1958 BEDFORD C.A. van, £185.

- 1958 BEDFORD Grafton Grosvenor 12-seater, reupholstered as new, £330.
1960 (March 28), STANDARD Atlas pick-up (10-cwt.), unwritten, blue, 10,000 miles, taxed December, good tyres, new spare, £250.
1953 FORD 5-cwt. van, good tyres, £40.

- DICKINSON AND ADAMS, Luton 51221. 928-171

HAZLEMERE MOTOR CO. (WALTHAM ABBEY), LTD.
WALTHAM ABBEY,
ESSEX.
Waltham Cross 27321.

- NEW BEDFORD 7-ton 120-in.-wheelbase forward-control chassis-cab, 300 diesel engine.
NEW BEDFORD 7-ton forward-control 120-in.-wheelbase 300 diesel 7-cu.-yd. telescopic tipper (choice of three).

- NEW BEDFORD 10-ton forward-control 96-in.-wheelbase tractor unit, Scammell coupling, 300 diesel.
NEW SCAMMELL 12-ton 25-ft. straight-frame semi-trailer plant, etc.

- NEW BEDFORD 6-ton normal-control 120-in.-wheelbase, 12-speed axle, 6-cu.-yd. drop-side tipping body, 8.25 x 20 12-ply tyres (choice of two).

- SCAMMELL 4-ton mechanical horse, excellent condition, with new 3-ton trailer, £325.
1949 AUSTIN A35 van, excellent condition, £285.

- 1957 BEDFORD 2-ton hand tipper, £125.
1946 BEDFORD 2-ton hydraulic tipper, £165.

- 1949 BEDFORD 15-cwt. van, £235.

928-142

Used Goods Vehicles (contd.)

W. HAROLD PERRY, LTD.
MAIN FORD DEALERS,
FINCHLEY.

- 1959 Thames 5-cwt. vans, all normal extras, from £250.
1960 AUSTIN Mini-van, 10,000 miles only, heater, radio, windscreen washers, immaculate vehicle, £350.
1960 Thames 10-12-cwt. van, all normal extras, one owner, red, taxed to December, £295.
1960 Thames 15-cwt. builder's truck, 13,000 miles only, excellent condition, £395.
1959 Thames 15-cwt. vans, all normal extras, £275.
1959 Thames 15-cwt. vans, all normal extras, £275.
1959 LAND ROVER Series II, soft top, petrol engine, 22,000 miles, body very clean, tyres, spare metal top, one owner, excellent condition, £415.
1959 Thames 7-ton long-wheelbase Trader platform truck, powered by 6D diesel engine, 19,000 miles, 9.00 x 20 tyres all round, excellent condition, £76.
1960 Thames 7-ton long-wheelbase Trader platform truck, 6D diesel engine, 11,000 miles, power steering, 9.00 x 20 tyres all round, outstanding vehicle, £895.
GOOD selection of used Trader tippers. Hire-purchase facilities available.

- 297 BALLARDS LANE, North Finchley.

HILLSIDE 8888.

928-380

- 1955 SEDDON 7-ton long-wheelbase drop-side truck, P6 diesel, excellent condition, £350.
1954 SEDDON 3-ton boxvan, Perkins diesel, choice of three, £250 each.
1960 ALBION Claymore Luton van, 1,200 cu. ft., Burtonwood tail lift, automatic lubrication, £1,400.
1959 FORD Trader 3-ton Luton 4D diesel van, choice of two, excellent condition, £625 each.
1956 MORRIS 5-ton boxvan, B.M.C. diesel engine, £325.

NORMAND, LTD.

CUMBERLAND AVENUE,
N.W.10.
Elgar 7757.

928-347

- 1955 FORD Thames 5-cwt. van, £125.
1958 AUSTIN 15-cwt. van, £300.
1959 Thames 2-ton van, very good condition, £425.
1958 Thames 2-ton diesel van, £500.
1960 FORD 5-cwt. van, excellent condition, £265.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 928-140

- 1956 4D 4-ton FORD long-wheelbase.
1955 103AP6 DODGE unit and 22-ft. trailer.

- 16-FT. 6-in. Aluminium platform body.
22-FT. Hands trailer, treble drop-side, good condition.

- 1947 MAUDSLAY tractor unit.
THE RELIANCE GARAGE (NORWICH), LTD., Heigham St., Norwich. Phone 28911-5. 928-195

- GUNNESS TRANSPORT, LTD., Rainsford Rd., N.W.10.

- TWO 1950 ALBION CXTN 8-wheel chassis, complete with cab, have been used to carry tank for the haulage of beer in 5-ton lorries.

- TWO 1952 GUY 4-wheel platform vehicles, complete with body for carrying heavy casks.

- QUOTATIONS should be addressed to the Managing Director at the above address. 928-201

- 1959 FORD Thames Trader drop-side truck.

- 5-TON AUSTIN drop-side truck, petrol, £85.
ACORN MOTORS, LTD., 24 Cross Rd., Hanworth, Middx. Phone, Felman 5888. 928-135

- 1957 COMMERCIAL TS3 long-wheelbase drop-side truck, vacuum brakes, recent overhaul costing £300, £480.

- 1956 B.M.C. 7-ton long-wheelbase drop-side truck, £250.

- 1958 FORD Trader 5-ton steel body tipper, £300.

- B. AND W. MOTORS, LTD., Derry St., Wolverhampton. Phone, Wolverhampton 20774. 928-106

- INSULATED artic. trailer, 650 forward control, 20-ft. long, single axle, air brakes, S.A.E. coupling, good condition, £450.

- B.M.C. Tractor unit, £250.
G. C. MUNTON, Westcliffe Rd., Ruskington, Lincolnshire. Ruskington 273. 928-129

- 5-30-CWT., various commercial vehicles, prices from £50, including selection of Lutons, L. H. Spring and Co., Ltd., Friern Barnet Garage, Colney Hatch Lane, N.11. Ent 8575. 928-419

H. TAYLOR AND CO. OFFER—

- 1959 AUSTIN Omnicab, white-green, heater, fishers, £195.

- 1957 COMMERCIAL 2-3-ton diesel P6 boxvan, green, £295.

- 1959 COMMERCIAL 30-cwt. Superpointe van, green, normal control, £275.

- 1959 COMMERCIAL Cob, powder blue, passenger seat, £260.

- 1958 BEDFORD 10-12-cwt. drop-side truck, £180.

- 1957 AUSTIN 101 van, green, £135.

ELMBRIDGE 0081.

928-467

Used Goods Vehicles (contd.)

K. AND F. (COMMERCIALS), LTD.

DODGE, GUY, B.M.C. AND YORK.

NEW VEHICLES AVAILABLE FOR

IMMEDIATE DELIVERY.

ONE new GUY light 6-wheeler, 15-ft. 3-in. tipper, 20-ft. long wood and alloy coal body.

USED VEHICLES.

- 1960 GUY Invincible 8-wheeler tipper with 21-ft. 6-in. long coal body, £3,750.

- 1960 DODGE 6-wheeler tipper with 19-ft. long coal body, Leyland Comet engine, York axle, £2,150.

- 1959 FORD Trader 7-ton tipper, £650.

- 1958, November, LEYLAND Comet forward-control tipper with all-alloy body, £900.

- SEPTEMBER, 1958, DODGE 140AAB 7-ton platform lorry, £685.

- 1956 BEDFORD 5-type 7-ton tipper with wooden body, £1,550.

- 1955 BEDFORD 5-ton A-type medium-wheelbase tipper, £280.

- 1954 SENTINEL 6-wheeler tipper, A.E.C. 7.7 engine and gearbox, all-alloy coal body. Pilot tipping gear, £500.

K. AND F. (COMMERCIALS), LTD.

COLESHILL HOUSE,

ATHERSTONE.

Phone, Atherstone 2481-2-3. 928-494

RICHARDSONS.

- NEW SCAMMELL 12-ton 25-ft. drop-side semi-trailers, immediate delivery.

- NEW B.T.C. 15-ton 25-ft. four-in-line semi-trailers, immediate delivery.

- USED B.T.C. 15-ton 25-ft. four-in-line artic. trailers, excellent condition.

- 1959 GUY Warrior light 8-wheeler 24-ft. drop-side truck, A.E.C. engine.

- 1959 COMMERCIAL TS3 diesel 7-ton 18-ft. drop-side truck, 9.00 x 20 tyres, etc.

- 1960 FORD Trader diesel 7-ton short-wheelbase tipper, latest-type brakes, Edbro body and gear.

- 1960 Trader diesel 7-ton medium-wheelbase tipper.

- 1960 Trader diesel 7-ton long-wheelbase tipper.

- 1958 BEDFORD diesel medium-wheelbase tipper, 9.00 x 20 tyres.

- SCAMMELL-TYPE 10-ton 21-ft. semi-trailer, drop side, 5.50 x 20 tyres.

- 1955 COMMERCIAL diesel breakdown recovery truck.

- STEEL drop-side tipper bodies, fitted to Trader 138-in. and 160-in. chassis, Edbro or Pilot gears, one-day delivery.

- T. RICHARDSON AND SON, LTD., 100 Dudley Rd., East, Oldbury, Birmingham. Phone, Broadwell 1840 and 2800. 928-493

- PERKINS P6 engine in running order, fitted to Bedford 9-ton chassis and cab, the engine can be sold separately if desired, your offers, please.

- 1954 SEDDON 7-ton diesel flat-bottom lorry, aluminium body, headboard and tailboard free of rust, nearly new tyres all round.

- J. B. SMITH AND SON (LAUNCESTON), LTD., Castle Garages, Launceston, Cornwall. Phone 478. 928-233

- 1958 BEDFORD 6-ton diesel tipper, £450.

- 1956 MORRIS J2 van, £150.

- 1958 Thames 7-cwt. van, £175.

- P. AND E. FINNEY, LTD., 82-86 Bolton St., Bury 928-133

- G. S. OSCROFT AND CO., LTD., BEDFORD Main Dealers, Nottingham 45024. Available used vehicles—

- BEDFORD 1956 8-ton normal-control tractor unit, Scammell coupling gear, Eaton 2-speed axle, petrol, £225.

- FORD 1959 5-ton platform cattle container, diesel engine, low mileage, sound condition throughout, £550.

- COMMERCIAL 1952 7-ton long-wheelbase tipper, underfloor control engine, in very good condition other than the cab front which requires attention, alternatively excellent spares vehicle having over £400 spent on replacing parts during 1960, £150.

- HENSMAINS, of Brentwood 5252, offer—

- 1956 MORRIS diesel 3-ton drop-sided truck, £235

- 1951 BEDFORD 3-ton Luton van, £75.

- 1955 AUSTIN A55 pick-up, resprayed, £285.

- 1959 Thames 12-seater, grey, £410.

- 1956 Thames 3-ton 4D boxvan, 750 cu. ft., £265.

- 1955 LAND ROVER, petrol, good condition, £210.

- 1959 BEDFORD Uxilla 12-seater, grey, £360.

928-46

PALMERSTON OF KINGSTON,

MORRIS AND MORRIS-COMMERCIAL

RETAIL DEALERS.

- 20-CWT. MORRIS petrol van, heater and fishers £165.

- 6-TON S.C. BEDFORD van, roller shutter, reconditioned engine, £410.

- PALMERSTON COMMERCIAL MOTORS, LTD., 75-76 Penryn Rd., Kingston 5618. 928-346

A43

Used Goods Vehicles (contd.)

HENDY FOR FORD.
BRITAIN'S FIRST FORD DEALER.
EARLY DELIVERY OF THAMES AND TRADERS.
SELECTION OF USED VEHICLES.

- 1957 COMMER TS3 7-ton platform truck, 20 ft. body, £440.
1956 COMMER TS3, alloy platform body, £425.
1956 FORD Thames 4D long-wheelbase drop-side truck, £150.
1953 FODEN 5-ton 4-cylinder diesel with alloy platform body, £245.

PERCY H. HENDY, L.T.D.,
VINCENTS WALK, SOUTHAMPTON 28331.
THAMES HOUSE, CHANDLERS FORD 2271.
928-392

DINNAGES GARAGES, L.T.D.,
MAIN FORD DEALERS.
MID-SUSSEX.

OFFER FOR SALE THE FOLLOWING.
BEDFORD 7-ton 7-cu.-yd. tippers, choice of two at £275.
1958 FORD Trader 3-ton drop-side truck, low mileage, £375.
NEW Thames Traders in stock for immediate delivery.

DINNAGES, Wiveland Rd., Haywards Heath, Sussex.
Phone, Haywards Heath 1466-7-8. 928-372

PLATFORMS.

- 1959 ATKINSON 6LX 8-wheeler, £2,750.
1959 ATKINSON A.E.C. 8-wheeler, £2,550.
1955 ATKINSON 6LW 8-wheeler, £950.
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1959 COMMER TS3 4-wheeler, £650.
1959 FORD Trader 4-wheeler, £575.

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1960 GUY 6LX, 26 cu. yd., £2,750.
1961 Six, unregistered FORD Traders, 8 cu. yd.
1960 FORD Trader, 8 cu. yd., choice of two, £675.
1959 BEDFORD J-type, 7 cu. yd. £595.

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1960 BEDFORD Duple diesel 41-seater, certificate of fitness 1967, glass roof quarters, many extras, £3,250 o.n.o. Watford 21626. 929-87599

1957 SR3 BEDFORD Duple 41-seater luxury coach, certificate of fitness to 1964 and finished in red and cream exterior colours with red interior upholstery, etc., heaters, wheel trims, public address and radios, excellent order throughout, only £2,295 o.n.o.

1952 BEDFORD 33-seat Duple, blue exterior, red interior, very clean and useful vehicle, certificate of fitness to 1962, best offer secures.

ALL deals are negotiable and H.P. terms can be arranged.

LAMBERTS OF KINGSTON, LTD., 140a London Rd., Kingston-upon-Thames, Surrey. Phone, Kingston 7700 (20 lines); or after hours, Molesey 6949. 928-16

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SEASONAL REDUCTIONS.

1957 BEDFORD 41-seater Duple Super Vega, exterior finished cream and red, interior trimmed red, coach in really first-class condition, certificate of fitness 1964.

1957 BEDFORD 41-seater Duple Super Vega, exterior maroon and grey with red interior trimming, certificate of fitness 1964.

1956 BEDFORD 41-seater Duple Super Vega, exterior silver and blue with red interior trimming, very sound vehicle, recertified to 1966.

1952 BEDFORD 33-seater Vega, exterior finished blue and grey, clean, smart-looking coach, fitted radio and heater, certificate of fitness 1962.

ALL vehicles have received thorough check-over and repairs as necessary and are offered for sale in first-class condition.

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1960 Or 1961 BEDFORD, diesel, 41 Duple or Plaxton; state lowest cash or cash adjustment for 1959 Bedford 41 SB3. Box CM2810, care of "The Commercial Motor." 928-190

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TS3. Six 36-seater Duple touring coaches, tubular racks, quarter lights, PA, 5-speed gearboxes, etc., £2,750. Worthington Tours, Birmingham, 5, Mid 4966. 928-93

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1960 COMMER TS3 41-seater Duple coaches, modified suspension, air brakes, heaters, etc., 40,000 miles only, available early October, can be painted to your instructions and delivered for £3,300 each; choice of 10.

1959 COMMER TS3 41-seater Duple coaches, modified suspension, air brakes, heaters, etc., choice of three, £2,900 each.

1958 COMMER TS3 41-seater Duple and Plaxton coaches, ex our own fleet, choice of 10, overhauled and painted to your instructions, £2,600 each.

1957 COMMER Beadle, fitted A.E.C. 5-speed gearboxes, 41-seater coaches, choice of front and centre entrances, only a few of these very exceptional coaches left in stock, £2,600 each.

1956 COMMER Beadle 41-seater coaches, as above, overhauled and recertified 1966, £2,200.

1956 COMMER TS3 41-seater Plaxton coach, glass roof quarters, Formica panels, heaters, etc., painted to your instructions, £2,200.

1956 COMMER TS3 41-seater Duple coaches, fitted heaters, etc., choice of overdrive or 2-speed axles, certified 1966, £2,000 each.

DON EVERALL (COMMERCIAL VEHICLES), LTD.

34 CLEVELAND ROAD,

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1955 COMMER, glass roof quarters, radio, heater, all extras, blue and cream, in excellent condition, £2,250. Wesley's Coach Services, Stoke Goldington, North Bucks. Phone 226. 928-396

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1949 CROSSLEY diesel 33-seater, suitable for works service, £80 o.n.o. Whippet Coaches, Ltd., Hilton, Huntingdon. 929-7573

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1952 DAIMLER coach, four years' certificate, 37-seater, £1,200.

DAIMLER 37-seater coach, certificate expires 1965, £1,000.

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1960 THAMES Duple 41-seater, 7 ft. 6 in. wide, ivory with red flash, host extras, £3,150. Hire-purchase.

A. SPRINGALL, LTD. Plumstead Common, S.E.18. 928-387

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1946 GUY double-deckers, low and high bridge, late-type Eastern Coach Works bodies, SLW, certificates of fitness to 1963-4, £250 each.

MILLBURN MOTORS, LTD. 51-79 Millburn St., Glasgow, N.1. Phone, Bell 4977. 928-474

LEYLAND

1950 PSI LEYLAND, 35 seats, certificate of fitness 1964, price £375.

TIGER COACHES, Dewahill Garage, Salsburgh, Phone, Salsburgh 242. 929-645

FOR SALE—OCTOBER.

1955 LEYLAND Worldmaster, fitted 600 engine Harrington 37-seater body, dorsal fin, heater, maroon upholstery, exterior maroon and grey, in perfect condition, certificate of fitness 1965 (choice of two).

1956 LEYLAND Worldmaster, fitted 475 engine, Duple 37-seater body, maroon upholstery, exterior maroon and grey, in perfect condition, certificate of fitness 1966 (choice of two).

THEY are in absolutely first-class condition and have been operated and maintained by ourselves since new.

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316 BEARWOOD ROAD,

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LEYLAND PS4, 1949 body, 8.6 diesel engine, 33-seater, clean condition, certificate of fitness December, 1962, £150. Malden 5766. 928-83

PS1. 1950, special body by Harrington extended to provide 35 full luxury seats, certificate of fitness 1965. Grosvenor Coaches, Enfield 1089. 928-443

LEYLAND Tiger Plaxton, 41-seats, air brakes, roof lifts, first-class condition, certified 1966, full details by request, reason for sale retiring. Box CM2814, care of "The Commercial Motor." 929-27691

LEYLAND PD2 53-seater, Brush low-bridge bodies, 8-ft.-wide chassis, certificate of fitness.

NORTHS, Pontefract Rd., Strouth, Leeds, 10. Phone, Rothwell 3157. 928-416

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TROJAN diesel 14-seater rural bus, June, 1960, 24,000 miles, really first-class condition, £775. Hopcutt, Station Garage, Horseley Field, Wolverhampton 25707. 928-119

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WE are now taking orders for 1962 model coaches, delivery from September onwards. Duple, Plaxton, Burlingham 41-seater bodies on new Bedford petrol and diesel-engined chassis, 2-speed axle optional, also new Bedford 29-seater models.

LET us quote you now for your next year's requirements.

IMMEDIATE delivery of the following high-class second-hand coaches—

1961 TROJAN 13-seater, blue, high-back seating, heater, lift-up roof vent, one owner, low mileage, £1,275.

1959 Model (registered October, 1958) BEDFORD diesel Super Vega 41-seater, Duple, red interior, £3,050.

1959 BEDFORD Super Vega petrol Duple 41-seater, glass roof quarters, heaters, really clean coaches, choice of two, £2,975.

1958 BEDFORD petrol 41-seater, Duple Super Vega body, red interior, very clean, £2,475.

1957 BEDFORD, fitted new Bedford 300-cu.-in. diesel engines Duple 41-seater Super Vega body, red interior, £2,850.

1957 BEDFORD petrol 37-seater, blue interior, blue and grey exterior, one owner only, above-average condition, £2,400.

1954 BEDFORD Yeates 36-seater, red interior, cream-red exterior, one owner, certificate of fitness 1964, £1,650.

1952 DENNIS L10 chassis, full-fronted Strachan body, 37-seater, green interior, certificate of fitness 1962, £250.

1951 DENNIS Falcon, 35-seater Plaxton body, 51-hp, 2-speed axle, red interior, £675.

1950 DAIMLER CDW6, fitted 35-seater Gurney Nutting body, high-back seating, certificate of fitness December, 1962, £750.

1950 AUSTIN, 32-seater Kenney full-front body, red interior, certificate of fitness 1963, £295.

WE specialize in speedy crash repairs. All trimming, painting, signwriting, steam cleaning and bodybuilding can be carried out at our modern premises. We can normally hire you a coach while your vehicle is being repaired. Our representative will be delighted to call on you to discuss your requirements without obligation.

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COACH SPECIALISTS OF THE SOUTH,

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RANGE OF USED COACHES.

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1958 BEDFORD Duple 41-seater coaches, choice of two top quality machines, £2,650 each.

1957 BEDFORD Plaxton 38-seater coach many extras, certificate of fitness April, 1964, £2,550.

1955 BEDFORD Paxton 36-seater full luxury coach with many extras, certificate of fitness 1965, £1,995.

1956 BEDFORD Plaxton 41-seater full luxury coach, just been recertified, certificate of fitness to 1966, £2,275.

1955 BEDFORD Duple 36-seater coach with R6 diesel engine, in good condition, certified to March, 1965, £1,450.

1954 BEDFORD Duple 36-seater coach, with R6 diesel engine, in excellent condition, certified to April, 1963, £1,350.

1953 BEDFORD Burlingham 35-seater coach with Leyland Comet diesel engine, certificate of fitness 1963, £1,350.

1952 BEDFORD Duple 32- and 35-seater coaches, in excellent condition at prices from £950.

1952 BEDFORD Plaxton 33-seater coach, certificate of fitness 1962, £750.

1954 COMMER Plaxton 39-seater coach, diesel, £1,750.

1954 SEDDON Duple 41-seater coach, certificate of fitness December, 1963, outstanding value at £1,400.

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1951 MAUDSLAY 39-seater coach, certificate of fitness 1963.

1949 COMMER Avenger Plaxton 33-seater, certificate of fitness 1963.

1949 BEDFORD O.B. Thurgood 29-seater, uncertified, 10 years' certificate, suitable for workmen or mobile shop.

1948 DENNIS Lancet, Yeates 35-seater, certificate of fitness 1962.

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928-319

A49

Used Passenger Vehicles (contd.)

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LOW PRICE — LOW RUNNING COST.

ASK FOR DEMONSTRATIONS.

REPLACE YOUR VISTA NOW.

1953 BEDFORD Plaxton 8-ft. 35-seater, mechanically excellent, certificate of fitness 1963, £1,175.
1951 BEDFORD 35-seater Duple, much above average, extras, certificate of fitness 1966, £1,175.
1950 COMMER 30-seater Hurricane, a very attractive vehicle, certificate of fitness 1962, £325.
1950 COMMER Plaxton 33-seater, full front, extras, £395.
1949 53 A.E.C. full-front 35-seater, excellent condition certificate of fitness 1962, £495.

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469-475 HOLLOWAY ROAD, LONDON, N.7.

Archway 2647 (five lines).

DIESEL.

1960, April, BEDFORD 41-seater Super Vega, £3,195, grey-pink.
1959, May, BEDFORD 41-seater Super Vega, £2,895, blue-grey.
1959, March, BEDFORD-LEYLAND 41-seater Super Vega, £3,150, blue-grey.
1958, April, BEDFORD 41-seater Super Vega, £2,750, red-ivory.
1958, April, BEDFORD-LEYLAND 36-seater Continental, £2,975, blue-grey.
1953, July, BEDFORD 35-seater Super Vega, £1,250, red-cream.

PETROL.

1959, May, BEDFORD 41-seater Super Vega, £2,795, blue-grey.
1958, June, BEDFORD 41-seater Plaxton, £2,650, cream-blue.
1958, May, BEDFORD 41-seater Burlingham, £2,595, maroon-cream.
1957, April, BEDFORD 41-seater Super Vega, £2,250, cream-blue.
1956, March, BEDFORD 41-seater Super Vega, £2,095, green-cream.
1955, April, BEDFORD 38-seater Super Vega, £1,695, green-ivory.
1954, April, BEDFORD 38-seater Super Vega, £1,550, red-cream.

CHOICE of several of each vintage in stock!

450

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Used Passenger Vehicles (contd.)

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1949-50 A.E.C. Mark III 56-seater high-bridge double-decker fitted Park Royal and Metcam thin-wall all-metal bodies, fitted low-mileage late-series (under 15,000 miles) 9.6 A.E.C. diesel units, crash boxes, remounted last year, in immaculate mechanical and body condition, certificate of fitness 1965-64, choice of 20, price £450-£500.

1948 A.E.C. low-bridge and high-bridge 53-56-seater double-deckers with Metcam and Eastern Coachwork all-metal bodies, some fitted 1953 bodies, leather upholstery, fitted A.E.C. 7.7 late-series low-mileage diesel engines certificate of fitness 1963-62, choice of 10, price £450-£350.

GUY double-deckers, fitted 1953 Charles Roe 53-56-seater metallized top deck and Eastern Coachwork all-metal thin-wall high-bridge and low-bridge bodies, chrome half-sliding windows, etc., with late-series low-mileage SLW Gardner engines (under 10,000 miles), used by company operating coastal services for seasonal use only, some remounted last year, in super mechanical and body condition, certificate of fitness 1965-63-62, price £250-£400.

1950-48 BRISTOL 53-55-seater Metcam and Eastern Coachwork all-metal high-bridge and low-bridge bodies, half-sliding windows, fitted late-series low-mileage 7.7 A.E.C. SLW Gardner and Bristol A.V. 9.8 diesel units, in super mechanical and body condition, certificate of fitness 1965-62, price £500-£375.

SUPER COACHES AND SERVICE SALOONS.

1951-52 A.E.C. Mark IV underfloor-engined full-luxury coach with Burlingham 41-seater full-Continental touring luxury coach body, radio, etc., very low-mileage engine, brakes done at A.E.C. works, in super mechanical and body condition, just recertified to 1966, price £2,500 or near offer.

1954 A.E.C. Mark IV underfloor-engined full-luxury coach with Burlingham Seagull 37-seater full Continental touring luxury coach body, crash box, reclining seats, courier seat, radio, microphone, etc., very low-mileage engine, brakes done at A.E.C. works, in super mechanical and body condition, certificate of fitness 1964, price £2,500 or near offer.

1953 DAIMLER Freeline Roadmaster with super fully fronted 35-37-seater Bellhouse-Hartwell and Burlingham Seagull bodies, adjustable reclining super Continental seating, courier seat, radio, microphone, just repainted blue and cream, certificate of fitness 1964, choice of two, price £1,250.

1949 FODEN 33-seater half-cab full luxury coach, fitted 6LW Gardner engine, in exceptional mechanical and body condition, certificate of fitness 1963, price £500.

1952 LEYLAND Beadles, first registered June, 1952, with Beadle all-metal 35-seater Continental full luxury bodies, special high-backed luxury seating, etc., in immaculate mechanical and body condition, certificate of fitness 1963, just into stock, three only, price £250.

1950-49 A.E.C. Reasil Mark III with 33-seater Plaxton Duple and Harrington full luxury coach bodies, seasonal use only, 9.6 diesel units, in super mechanical and body condition, certificate of fitness end of 1963, price £500-£450.

1947-48 LEYLAND P51, fitted 1954 full-front 35-seater Burlingham body, low mileage, late-series P51 engine, in immaculate mechanical and body condition, certificate of fitness 1964, choice of two, price £500-£450.

1948-47 BRISTOLS with Eastern Coachworks and Beadle 35-36-seater thin-wall all-metal service saloon bodies, fitted low-mileage late-series SLW Gardner engine, in immaculate mechanical and body condition, certificate of fitness 1963-61, choice of eight, price £350-£400.

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FREE SPARES.

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1949 LEYLAND P51 single-deck service saloons, certificate of fitness 1963, 34 seats, C. H. Roe body.

1949 GUY Arab SLW Gardner service saloons, single-decker, C. H. Roe body, certificate of fitness 1962.

1948-49 DENNIS Lancet SLW Gardner single-decker service saloons, C. H. Roe bodies, certificate of fitness 1962-64.

1943 45 GUY Arab 6LW Gardner double-deckers, Northern Counties bodies, certificate of fitness 1964.

1943-45 DENNIS Lancet 6LW Gardner double-deckers, Northern Counties bodies, certificates of fitness 1962-64.

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Used Passenger Vehicles (contd.)

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310-326 SYDENHAM ROAD.

LONDON, S.E.26.

NEW Plaxton Embassy 41-seater, fitted heaters, radio, etc., interior red and fawn moquette, finished in cream.

NEW Duple Yeoman 41-seater, fitted Perspex quarters, Formica side panels in walnut, heaters, radio and public address, interior red moquette, exterior cream and red.

1958 COMMER TS3, Eaton 2-speed axle, 41-seater full-luxury Plaxton body, fitted with radio and heater, interior red moquette, exterior cream and grey, in excellent condition throughout, certificate of fitness 1965.

1957 COMMER TS3, 41-seater full-luxury Duple body, fitted with radio, heaters, Formica side panels, lift-up roof lights, in excellent condition throughout, certificate of fitness 1964.

1956 BEDFORD, Plaxton 41-seater full-luxury body fitted with heaters, glass roof quarters, lift-up roof vents and many other extras, in immaculate condition throughout, certificate of fitness 1966.

1956 BEDFORD Super Vega, 41-seater full-luxury Duple body, fitted with heaters, Formica side panels, interior red moquette, exterior red and blue, certificate of fitness 1966.

1955 COMMER TS3, 41-seater full-luxury Duple body, fitted with heaters, Formica side panels, interior autumn tint moquette, exterior red and blue, in immaculate condition throughout, certificate of fitness 1965. Choice of two.

1953 SENTINEL, 41-seater full-luxury Plaxton body, fitted with heater, Formica side panels, in good clean condition throughout, certificate of fitness 1963.

1952 BEDFORD Super Vega, 37-seater full-luxury Duple body, fitted with heaters, interior red moquette, good clean condition throughout, certificate of fitness 1962.

1952 A.E.C., 9.6 oil engine, 39-seater full-luxury Whitson observation body, fitted with heater, in good clean condition throughout, certificate of fitness 1963.

1952 DENNIS Falcon, full-front 33-seater full-luxury Gurney Nutting body, in clean condition throughout, certificate of fitness 1962.

1950 BEDFORD Vista, fitted with a petrol and oil engine, 29-seater full-luxury Duple body, Formica side panels, in good clean condition throughout, certificate of fitness 1964; choice of three.

1949 BEDFORD MK, II service bus, 31-seater, fitted with Dunlop seats, in good clean condition throughout certificate of fitness 1962.

SEVERAL coaches suitable for workmen and mobile shops, at very reasonable prices.

WHY not call at our premises and inspect the finest selection of late-model vehicles in the country, or let us call on you and demonstrate anything you may require without obligation.

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LONDON COMMER DEALERS.

NEW COMMER, diesel or petrol, 11-seater, p.s.v., finished to instructions.

1960 BEDFORD diesel 41-seater, choice of two, one Duple, one Burlingham, small mileage.

1960 FORD Thames 41-seater Burlingham, choice of three, red interior, blue or red exterior.

1957 COMMER Beadle 41-seater, front entrance, 5-speed A.E.C. gearbox, red interior, certificate of fitness 1962.

1955 A.E.C. Reliance 41-seater, all-alloy body, quarter lights, lift-up roof vents, excellent condition, choice of two.

1952 A.E.C. MK. IV 41-seater Burlingham, red interior, also one 1951 41-seater Burlingham and one 39-seater, all with good certificates of fitness.

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DERBY ROAD, LOUGHBOROUGH.

NOW is the time to come and see Yeates of Loughborough for a very good second-hand luxury coach. There is an excellent selection of all types at lowest-ever prices. We carefully check and service these coaches before offering them for sale—it has long been known that a Yeates second-hand luxury coach offers very best value for money. We offer very good part-exchange facilities and hire-purchase arrangements. For full list please write or phone.

DELIVERY from stock of all types of new coaches—Bedford, A.E.C. and Commer, Yeates, Duple and Burlingham—for delivery now at pre-increase prices, offering savings on new prices of up to £150.

THE success of the front-entrance Bedford 44-seater service bus, dual-purpose and luxury coaches, has been even greater than we had imagined, but due to increased production of these types (available only from Yeates), we can still give delivery during November. For full particulars please write or phone. Our area representatives will be happy to give immediate personal attention.

THE only complete service to coach operators throughout Great Britain.

W. S. YEATES, L. TD.

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HEAD OFFICE:—

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NEW 1961 MODEL COACHES.

IMMEDIATE DELIVERY FROM STOCK:—

BEDFORD SB3, petrol engine, Duple 41-seater Super Vega glass roof quarters, heater, radio and many other extras, finished red and cream, ex-demonstrator, special offer.

BEDFORD SB3, petrol engine, Harrington Crusader 41-seater, glass roof quarters, radio, Formica panels, other extras fitted, finished cream, ex-demonstrator, special offer.

BEDFORD SB1 400-cu.-in. oil engine, 5-speed gearbox, fitted Duple 41-seater Super Vega, glass roof quarters, Formica panels and other extras, finished cream, ex-demonstrator, special offer.

25-27 VAUXHALL BRIDGE ROAD, LONDON, S.W.1.
Victoria 6033

A SELECTION OF 50 USED COACHES IN STOCK.

BEDFORD.

CHOICE of 10 1956-57-58-59 41-seater Duple, Plaxton and Burlingham coaches, petrol engines, all with current certificates of fitness.

CHOICE of 12 1951-55 33-38-seater Duple, Plaxton, Burlingham, Harrington coaches, petrol and diesel engines, all with current certificates of fitness.

CHOICE of several 1946-50 BEDFORD 29-seater Duple Vista coaches with current certificates of fitness.

A.E.C.

CHOICE of six 1954-58 Reliance 41-43-seater Duple and Burlingham coaches, with current certificates of fitness.

CHOICE of six 1951-52 Mark IV 9.6 Burlingham Yeates Heaver coaches, all with current certificates of fitness.

LEYLAND.

CHOICE of four 1951-52 Royal Tiger 39-41-seater Harrington coaches, all with current certificates of fitness.

CHOICE of several 1947-50 P51-1 and Comet, Duple and Burlingham coaches, with current certificates of fitness.

ALL THE ABOVE COACHES ARE OFFERED AT ATTRACTIVE PRICES AND INSPECTION AND DEMONSTRATION CAN BE ARRANGED FROM OUR DEPOTS AT:—

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ARLINGTON MOTOR CO. LTD.

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200

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ACTUALLY IN STOCK AND READY FOR IMMEDIATE SERVICE.

1952 LEYLAND Royal Tiger coaches, full air brakes, underfloor engine, no bulkheads, all in excellent condition and certified, choice of four, £950 each.

1952 A.E.C. Mk. IV underfloor engine, with full air brakes, 39-seater coach, in very excellent condition throughout, certified 1962, £895.

LEYLAND P51 33-seater coaches, all with good, clean, L sound bodies and good seats, first-class machines, £325 each, choice of 10.

BRISTOL Super 35-seater service buses, 5LW Gardner engines and 5-speed gearboxes, Burlingham bodies and seats in almost new condition, certified 1962 and 1963, £320 each, choice of 10.

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1949 A.E.C. high- and low-bridge double-deckers, all fitted with 9.6 engines and full air brakes, good clean, sound, serviceable machines, some RT types with all-metal bodies, £350 each, choice of 12.

A.E.C. High-bridge 7.7 double-deckers, all with L sound bodies and good seats, first-class machines, £295 each, choice of six.

GUY low-bridge 53-seater double-deckers, all with Gardner 5LW engines and 1952 bodies, exceptionally clean, sound machines, £295 each, choice of eight.

LEYLAND high- and low-bridge double-deckers, all first-class machines, with very good, sound, modern bodies, choice of 15, certified late 1962, £395 each.

ALL the above machines carry our three months' warranty and are fitted with good serviceable or new batteries.

FRANK COWLEY,

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SALFORD 3.

Phone, Manchester Blackfriars 7577 and Blackfriars 1048.
928-214

Used Passenger Vehicles (contd.)

THE MILLBURN ORGANIZATION

OFFER IMMEDIATE DELIVERY.

NEW FORD Thames Burlingham Seagull 41-seater de luxe.

1959, June, BEDFORD Super Vega Duple 41-seater luxury coaches, cream exterior, certificate of fitness 1966.

1959 BEDFORD Yeates de luxe 41-seater, blue and cream, certificate of fitness 1966.

1958 COMMER TS3 Duple 41-seater, cream and red, certificate of fitness 1965.

1958 BEDFORD Leyland diesel unit, 40-seater Duple bus-type body, high-back seating, luggage boot, green and cream, certificate of fitness 1965.

1955 BEDFORD Duple 36-seater, R6 diesel unit, certificate of fitness 1965.

1951 LEYLAND P52 Burlingham full-front 35-seater coach.

1948 LEYLAND PDI high-bridge M.C.W. 56-seaters (choice of five).

1946 LEYLAND PDI high-bridge 56-seaters, M.C.W. coachwork.

A Number of 1949-50 Alexander all-metal-frame 53-seater low-bridge double-deck buses, excellent order, certificates of fitness up to 1963.

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A Number of A.E.C. 7.7 and Leyland P51 34-, 36-seaters, suit public works contractors, bargain prices.

A Number of LEYLAND T57 with 7.4 engines and fitted 1949 Burlingham 35-seater bus bodies.

A Number of LEYLAND P51 Burlingham 31-seater coaches, 7.4 engines, 1948-49.

GUY Arab 53-seater low-bridge Eastern Counties coachwork, Gardner 5LW power unit.

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WHOSE REPUTATION IS YOUR GUARANTEE OF A GOOD VEHICLE AND A FAIR DEAL.

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TAYLORS (P.S.V.), LTD.

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WHICH MUST BE SOLD.

1960 BEDFORD Burlingham, fitted radio, heaters and wheel discs, red-grey moquette.

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1954 BEDFORD Duple, 36 seats, very clean, radio, heaters, certificate of fitness 1964.

1953 COMMER Karrier 14-seater, certificate of fitness 1963.

1961 BEDFORD Utilabus P.S.V., 12 seats.

1960 Thames Martin Walter P.S.V., 12-seater.

A LSO selection of BEDFORD 29- and 33-seaters with certificates of fitness.

A LSO A.E.C. and Leyland half cab.

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END-OF-SEASON BARGAINS.

STARTLING REDUCTIONS.

FIVE-YEAR CERTIFICATES.

1951 LEYLAND Royal Tiger Yeates 41-seater, blue and cream, red interior.

1951 LEYLAND Royal Tiger Burlingham 37-seater, blue and cream choice of two.

1953 BEDFORD Duple 35-seater, blue and cream, certificate of fitness, 1962.

1952 LEYLAND Royal Tiger Harrington 41-seater, dorsal fin, blue and cream, certificate of fitness 1962.

1948 FODEN, 6LW Gardner, Windover 33-seater, blue and cream, lawn interior, certificate of fitness 1962.

WE are pre-pared to submit vehicles with short-term certificates to M.O.T. for recertification at customers' request.

STOCKLAND GARAGE, LTD.

MARSH HILL, ERDINGTON,

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Used Passenger Vehicles (contd.)

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WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

SEE SEPARATE ADVERTISEMENT UNDER

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NEW BEDFORD diesel, fitted 2-speed axles or 5-speed 1.9 boxes 41-seater, Burlingham coaches, immediate delivery, special offers to clear.

1960 FORD Thames Trader diesel 41-seater Burlingham coach, £3,000.

1959 BEDFORD petrol 41-seater Duple Super Vega coach, ed and grey moquette, blue and cream exterior, £2,700.

1958 BEDFORD SB8, Leyland Comet 350 diesel engine, 41-seater Plaxton coach, radio, heaters, etc., certified 1965 £2,700.

1958 BEDFORD petrol 41-seater Duple, red interior, immaculate condition, £2,400.

1955 BEDFORD petrol 36-seater Burlingham coach, certificate of fitness 1965, £1,800.

1954 GUY A. ab, 6HLW underfloor Gardner engine, fitted 41-seater Burlingham Seagull body, overhauled and certified till 1964, £1,800.

1954 SENTINEL, 4-cylinder diesel 40-seater service bus, front entrance, certified to 1964, £575.

1953 BEDFORD petrol 35-seater Burlingham coach, certificate of fitness 1963, £1,100.

1952 DAIMLER, Free Line 43-seater Metacraft body, certified 1962, £1,000.

1952, Novem ver, A.E.C. Mark 4 41-seater Yeates coach in good all-round condition, £1,350.

1951 MAUDSLAY 7.7 diesel 37-seater full-front Gurney Nutting coach, certified 1966, really condition, £650.

1947 LEYLAND PDI 53-seater low-bridge double-decker overhauled and recertified till 1964, £450.

SPECIAL END-OF-SEASON SALE.

Wolverhampton 27081.

NIGHTS AND WEEK-ENDS 32347 AND 22293.

DON EVERALL (COMMERCIAL VEHICLES),

LTD.

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1953 BEDFORD 37-seater Duple, 8 ft., fitted with heater, radio and speech amplification, certificate of fitness, May, 1961, new engine fitted 1960, very nice condition, maroon exterior.

1952 BLD-JRD 33-seater Duple, 7 ft. 6 in., quarter lights fitted with heater, radio and speech amplification, certificate of fitness April, 1962, new engine fitted late 1960, good condition, maroon exterior.

1955 BEDFORD 37-seater Duple, 8 ft., fitted radio, certificate of fitness 1964, red and cream exterior.

1954 BEDFORD Duple 8-ft. 36-seater, Perkins R6, maroon and cream exterior, Formica sides, certificate of fitness 1964.

1959 BEDFORD Duple 8-ft. 41-seater, diesel, all extras new Bedford diesel engine fitted 26.6 ft. certificate of fitness 1965.

1960 Thames Burlingham 41-seater, one owner, certificate of fitness 1967.

1960 (1961 model) Thames Duple 41-seater, ex-demonstrator.

1960 BEDFORD diesel Duple 41-seater, one owner.

TWO only.

1961 Models, Thames coaches with Duple bodies. For immediate delivery.

NEW 1962 Thames Harrington, Plaxton or Duple. Order now for your own specification and assured delivery for 1962 season.

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1958 BEDFORD petrol, 41-seater Burlingham body.

1957 BEDFORD 41-seater Duple, wireless, P.A.

1956 COMMER TS3 41-seater Duple body, 2-speed axle, certificate of fitness 1966.

1953 BEDFORDS, 35-seaters, Burlingham and Duple bodies.

1952 BEDFORD 35-seater, Duple reclining seats.

1951 BEDFORD Duple, now being recertified, can be painted to customer's requirements.

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A51

Used Passenger Vehicles (contd.)

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Phone 4242.

OFFER THE FOLLOWING SELECTION OF

USED BEDFORD COACHES.

ALL THESE VEHICLES ARE IMMACULATE AND
WELL RECOMMENDED.

1954 BEDFORD petrol 35-seater Plaxton, finished
in black and ivory, red interior, radio and
heaters, certificate of fitness March, 1964.

1954 BEDFORD 36-seater Duple Vega, fitted with
new Perkins R6 diesel engine, roof quarter
lights, Formica side panels, finished in blue and cream,
7 ft. 6 in. wide, certificate of fitness June, 1964.

1954 BEDFORD petrol 36-seater Burlingham,
reupholstered cream and retrimmed in maroon,
fitted radio and heaters, certificate of fitness June, 1964.

1952 BEDFORD petrol 33-seater Duple Vega, roof
quarter lights, finished in red and cream, recom-
ditioned engine fitted, certificate of fitness December, 1961.

1951 BEDFORD, petrol, 33-seater Churchill body.

1950 FODEN 6LW (front end) 33-seater, full front,
very clean interior, certificate of fitness April,
1964.

1948 MAUDSLAY 7.7 with Duple half-cab, certificate
of fitness September, 1962.

1936 LEYLAND TS7, rebodied in 1949, with
Harrington 33-seater body, clean interior, certi-
ficate of fitness January, 1963.

ALSO a selection of vehicles suitable for works service
or mobile shops.

HIRE-PURCHASE FACILITIES.

PART-EXCHANGE.

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COMBERHILL MOTORS, L.T.D.

INGS ROAD, WAKEFIELD.
Phone 6771 (10 lines).

NEW FORD Trader diesel 41-seater Plaxton Embassy,
certified 1968, one available.

1959 BEDFORD SB3 petrol 41-seater Duple Super
Vega, choice two. Triples quarter lights, heater,
radio, immaculate condition. (One 7 ft. 6 in. wide).

1959 36 BEDFORD SB3 petrol 41-seater Burlingham
Seagull, heater, choice of two.

1958 37 BEDFORD SB3 petrol 41-seater Duple Super
Vega, heaters, choice four.

1958 36 COMMER TS3 (Rooles diesel) 41-seater
Duple Super Vega, heaters, choice six.

1957 COMMER TS3 diesel 41-seater Beadle
Rochester, certified 1964, heater.

1954 GUY Arab (Gardner 6LW) 41-seater Burling-
ham Seagull, certified 1964.

1954 A.E.C. Reliance (7.75) 41-seater Burlingham
Seagull, heater, radio 2-tone grey.

1953 31 BEDFORD S8 (petrol) 33-38-seater Duple
Vega, Plaxton Envoy, Yeates, Burlingham and
Gurney Nutting choice several, all certified.

1952 A.E.C. Mark IV (9.6-litre) 41-seater Yeates,
certified 1962, heater, fitted dual blue.

1952 A.E.C. Regal Mark IV (9.6-litre) 41-seater
Burlingham Seagull, heater, radio, choice two.

1952 COMMER (petrol) Reading 14-seater, cream
and red, heater, certified 1962, 4750.

1951 LEYLAND Royal Tiger (9.8-litre) 41-seater
Burlingham Seagull, cream-red, heater, radio,
928-520

E. BYNG AND SONS, L.T.D.

291 FRATTON ROAD,
PORTSMOUTH.
Phone 23122.

1961 BEDFORD diesel 41-seater Duple, red interior,
certificate of fitness, choice of two, £3,300.

1961 BEDFORD diesel 41-seater Plaxton C-type, red
interior, certificate of fitness 1968, choice of
two, £3,400.

1960 BEDFORD petrol 41-seater Duple, red interior,
certificate of fitness 1967, £2,700.

1959 BEDFORD petrol 41-seater Burlingham, grey
and red interior, certificate of fitness 1966,
£2,350.

1958 BEDFORD petrol 41-seater Duple, grey and red
interior, certificate of fitness 1965, £2,200.

1955 COMMER TS3 39-seater Duple, autumn tint
interior, certificate of fitness 1965, £1,700.

1947 BEDFORD Vista 29-seater, in good running
order, £1,0.

ALL the above vehicles are fitted with heaters and many
other extras, exterior colours are finished in two
shades of blue. 928-422

1959 BEDFORD 41-seater Plaxton, diesel, £2,950.

1956 COMMER TS3, 41 Duple, new engine and
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1950 LEYLAND P51 Burlingham full-front 35-seater,
repainted, £550.

1959 BEDFORD 29-seater Duple Vista, £1,850.

1948 BEDFORD 29-seater Duple Vista, £120 o.n.o.

29 brand-new Duple seats for sale, £215.

H.P. And exchanges.

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A52

Used Passenger Vehicles (contd.)

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FORD THAMES P.S.V. DEALERS.

1960 FORD Thames Duple 41-seater, blue interior,
heaters, Formica casings, etc., exterior two
shades blue with K-type mouldings, choice of two, £3,450.

1957 BEDFORD Duple Super Vega 41-seater, red,
brown interior, with heater and radio, exterior
cream-red, certified April, 1964, note the price, £2,485.

1956 BEDFORD Yeates Riviera 41-seater, red
interior, with radio and top sliders, exterior
cream and red, certified November, 1965, £2,285.

1955 BEDFORD Burlingham Seagull 36-seater, red
interior, with Formica casings, heaters, etc.,
exterior red and cream, certified February, 1965, £1,785.

1953 FODEN (Gardner) CB 41-seater luxury coach,
green-fawn interior, with heater, exterior cream-
black, certified April, 1964, £785.

1951 LEYLAND Royal Tiger Bellhouse Hartwell
41-seater, red interior, with heaters, exterior
grey and red, certified 1963, £985.

1950 LEYLAND P51 full-front 33-seater luxury
coach, attractive red interior, exterior cream-
maroon, clean and smart, certified January, 1964, £585.

1949 SEDDON (Perkins P6) full-front 26-seater
coach in very clean order, certified April, 1962,
note the price, £285.

KNIGHTHORPE ROAD,

LOUGHBOROUGH, LEICS.

Phone 4777 (two lines).

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THURGOODS OF WARE.

NEW FORD Trader 41-seater super coach, nearing com-
pletion, red interior, exterior finished to your instruc-
tions, 2-speed axle, many extras, £4,090.

1957 BEDFORD Vega (41), petrol, 8 ft. wide, cream
and brown, red interior, radio, heater, dials,
£2,275; another red and cream, £2,275 o.n.o.

1955 November, COMMER Beadle (40) all-metal
bus, TS3, oil, 8 ft. wide, exterior blue, certified
9.6.65, £1,200.

1955 BEDFORD Duple (38), exterior green and grey,
red interior, certified to 1966, immaculate.

1952 BEDFORD Vega (35), two blues, 8 ft. wide,
nice condition, certified 1975.

1951 MAUDSLAY, 7.7 engine (37), full-front Plax-
ton, red interior, certified to 1964, excellent
condition.

PHONES, Ware 2383; nights, 2896.

928-5

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FOURWAYS GARAGE.

ARCLID, NEAR SANDBACH, CHESHIRE.

Phone, Smallwood 225, 226.

1960 FORD Plaxton, quarter lights and many extras.

1959 BEDFORD Plaxton, quarter lights and many

1959 BEDFORD Yeates 41-seater.

1958 BEDFORD Plaxton.

1958 BEDFORD Duple 41-seater.

1956 COMMER TS3 41-seater.

1952 BEDFORD Plaxton 33-seater; choice of two.

VARIOUS petrol and diesel coaches available for works
or contract, some with good certificates of fitness,
cheap to clear.

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SWINTON 2932.

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DUNSTABLE.

MAIN FORD DEALERS.

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41-seater with 5-speed gearbox and extras, etc.

1961 BEDFORD Yeates Europa 41-seater with
2-speed axle and extras, etc.

1961 Thames Plaxton Embassy 41-seater with Eaton
2-speed axle and extras, etc.

1960 BEDFORD SBI Plaxton C-type Consort
41-seater with 5-speed gearbox; choice of two.

1959 BEDFORD SBI Plaxton C-type Consort
41-seater with radio and many extras.

1955 BEDFORD Duple 36-seater with many extras
and certificate of fitness 1964 (December).

1954 BEDFORD R6 Mk. II Duple 38-seater, many
extras.

1952 A.E.C. 9.6 All Weather 37-seater, certificate of
fitness 1962.

PHONE, DUNSTABLE 64381.

(FIVE LINES.)

928-371

Used Passenger Vehicles (contd.)

ERRINGTONS OF EVINGTON, L.T.D.

NEW BEDFORD diesel Duple Vega 41-seater, special
bargain price.

1955 A.E.C. Reliance Burlingham Seagull 37-seater
radio and heaters, certified 1965, one private
owner, excellent condition, £2,325.

1953 BEDFORD Duple Super Vega 35-seater, certi-
fied October, 1963, heaters, £1,200.

1952 BEDFORD Duple Vega 33-seater, radio and
heater, £900.

1952 DENNIS Lancet full-fronted Yeates 37-seater,
certified 1962, £650.

1951 LEYLAND Royal Tiger Burlingham Seagull,
39-seater, £900.

1947 LEYLAND P51 Burlingham 33-seater, certified
1962, £300.

PART-EXCHANGE HIRE-PURCHASE

EVINGTON, L. LEICESTER.

Phone 38102-3.

928-231

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SERVICE BUSES.

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COACHES.

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LEYLAND L. LEYLAND L. LEYLAND

PD.2 PD.2 PD.2

1949 LEYLAND, 9.8-litre oil engines, 53seater,
Brush low-bridge double-deck buses.

ENGINES ENGINES ENGINES

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NEW in stock M.O.S. reconditioned petrol engines,
Bedford 28-h.p., Morris 6-cylinder 23.4-h.p. CL and
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GRAMS, "BUSUNITS."

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NEAR SHEFFIELD.

1952 BEDFORD 33-seater Duple Vega, certificate of
fitness 1965, choice of two, £1,050.

1953 BEDFORD 37-seater Duple Vega, certificate of
fitness 1963, £1,200.

1956 BEDFORD 41-seater Duple Super Vega, £2,385.

1956 BEDFORD 41-seater Yeates Riviera, green
moquette, green and ivory exterior, certificate
of fitness 1966, £2,385.

1960 BEDFORD diesel 41-seater Plaxton, grey and
blue exterior, red moquette, £3,400.

1958 A.E.C. Reliance 43-seater Harrington, front
entrance, driver-operated door, very clean,
£3,100.

1953 33-seater COMMER Plaxton, quarter roof lights,
tubular racks, 1950.

PLEASE WRITE OR PHONE FOR OUR LATEST
LIST OF QUALITY-TESTED COACHES.

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OLYMPIC GARAGE,

LIVERPOOL STREET, SALFORD, 5.

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EVENINGS, OLDHAM MAN 2461.

SECOND-HAND COACHES.

WE are now taking orders for Bedford, A.E.C.,
Leyland, Duple and Plaxton coachworks for 1962
season.

1950 COMMER Avenger, 33-seater Burlingham
coachwork, cream and grey exterior, blue
interior, fitted heater, certificate of fitness to 1963, £450.

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ALL TYPES OF LATE-MODEL PASSENGER
VEHICLES FOR IMMEDIATE DELIVERY.

NIGHT PHONE:

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166 MAIN ROAD,
SUNDRIDGE, KENT.
Braised 291.

SEVERAL coaches suitable for work, contracts, etc.
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1959 BEDFORD Comet-Europa 41-seater, blue roof quarters, cantail tubular racks, heaters, radio, extra side locker, £2,850.

1960 Thames Europa 41-seater, blue roof quarters, cantail tubular racks, heaters, radio, choice of two, £2,950.

1960 BEDFORD diesel Europa 29-seater, blue roof quarters, cantail tubular racks, heaters, radio, speech amplification, roof marker lights, low mileage, £2,950.

E. SHIPLEY, LTD., Ashton-under-Lyne. Phone 1165, evenings 2925. 929-6420

1955 LEYLAND Comet 36-seater Duple.

1953 A.E.C. Mk. III 37-seater Plaxton.

1952 LEYLAND PSI 37-seater Harrington.

ALL vehicles in first-class condition, with good certificates of fitness. Charles Holt and Sons, Sunnyside Garage, Whitworth, near Rochdale. Phone, Whitworth 3166-7. 929-8793

1954 Vega, 38 seats, heater, certificate of fitness 1964, petrol, £1,250; consider exchange diesel. Warren, Ticehurst, Sussex. 928-234

Used Passenger Vehicles (contd.)

1958 LEYLAND Cub, 41-seater Duple Donington luxury body, first-class condition, certificate of fitness to 1965, £2,900; choice of two.

1958 A.E.C. Reliance, 41-seater Plaxton luxury body, first-class condition, certificate of fitness to 1965, £2,900; choice of two. Apply: Red House Garage Co., Victoria Rd. East, Hebburn-on-Tyne. Phone 83-2145. 929-6427

DENNIS 1950 Lancel 33-seater, certificate of fitness 1962, full front, £425; choice of two. Bristol 1948-9 33-seater, 5-speed, certificate of fitness 1962, £295. Bedford bus, 1956, 41-seater, certificate of fitness 1963, £850. Bristol double-decker, 56-seater, certificate of fitness 1963, Gardner engine, £450. Elms Transport, 384 Kenton Rd., Kenton, Middx. Wordsworth 3159. 930-8762

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DIESEL MOTOR COACH,

20-SEATER, FOR HOSPITAL USE.

Offers, giving fullest details, to the

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SMALL coach required, about 14 seats or Volkswagen Microbus. Full particulars please to Box CM2815, care of "The Commercial Motor." 928-8794

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FORD THAMES AND FORDSON

A. SPRINGALL, LTD.
IMMEDIATE delivery of new THAMES with Duple, Plaxton, Harrington or Harrington bodied. Demonstrations and hire-purchase to suit your requirements.
A. SPRINGALL, LTD., Plumstead Common, S.E.18 928-388
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Automatic lubrication, pneumo-cyclic gearbox. Specification includes rear stabilizers and air brakes, interior furnishings and paint specification to customer's requirements. Fitted with 72-seat high-bridge Alexander body

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ARTICULATED VEHICLES (INCLUDING MECHANICAL HORSES)

CARRIMORE close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.

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25 CU.-YD. four-in-line tipping trailer, 20-ft. alloy drop side, £1,650. Waltham Cross 22142. 931-6439

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AUSTIN AND BROCKHOUSE DISTRIBUTORS.

AUSTIN 1959 120-in. prime mover, 2-speed axle, 9.00 x 20 tyres, fifth-wheel coupling, 17-ton G.T.W., £995; IMMEDIATE delivery AUSTIN prime movers, with 5-speed axle, 7.50 x 20 tyres and a Brockhouse automatic interchangeable coupling.

IMMEDIATE delivery Brockhouse 6-, 8- and 10-ton trailers, straight and drop-frame with automatic coupling.

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COMMER T53 artic. with 23-ft. S.A.E. trailer, 1957. JACKERBY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583. 928-299

1957 BEDFORD-SCAMMELL 8-ton unit, 300 diesel, 20-ft. Scammell trailer, £420.

1955 BEDFORD 8-ton petrol Scammell unit with 23-ft. trailer, £350.

1955 BEDFORD diesel 10-ton unit, fifth-wheel coupling and 22-ft. Dyson trailer, £295.

23 FT. Scammell 8-ton trailer, in immaculate condition, £250.

CHANDLER'S MOTORS, LTD., 71 Greenwich South St., London S.E.10. Gre 2033-4. 928-329

WHALEBONE MOTORS, LTD.

1960 BEDFORD, Scammell unit, 300 engine.

1958 BEDFORD, Comet unit, fifth-wheel coupling.

1952 ATKINSON unit, 6LW Gardner engine, Karri-more-Scammell coupling, recent overhaul, new cab.

SCAMMELL tandem-axle trailers.

NUMEROUS trailers, Scammell and fifth-wheel coupling, suitable for above.

10 12-TON low-loading trailer, 16-ft. well, 9.00 x 20 tyres, knock-out axle, fifth-wheel coupling.

WHALEBONE MOTORS, LTD.

219-241 HIGH ROAD,

CHADWELL HEATH, ESSEX.

Phone, Seven Kings 5282. 928-518

1958 FORD Trader diesel tractor with B.T.C. low-loader trailer, whole outfit in good condition, reasonable price.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 928-490

Miscellaneous Vehicles (contd.)

BREAKDOWN VEHICLES

MACK 6 x 6 chassis and cab, petrol engine, unregistered, £525.

ONE heavy-duty towing ambulance, twin spool tyres, apparently unused, £70.

L. W. VASS, LTD., Amptill, Bedford. Amptill 3255-6. 928-884

DIAMOND T 6 x 6 breakdown vehicle, power-driven winch and twin-boom crane, in good working order, £425.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 928-217

BEDFORD QL 4 x 4 with winch, first class.

MERTON ENGINEERING CO., LTD., Faggs Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 928-255

BEDFORD QL 4 x 4, excellent condition as new. £1,000 body built for civilian use, chrome throughout, new engine, must be seen, ex-fire service vehicle, £250 o.n.o. R. H. Davis, The Bungalow, Wood End Gardens, Greenford, Middx. Phone, Byron 6088, day. 929-87539

A.E.C. Matador 4 x 4 breakdown recovery vehicle, new-type A.E.C. cabin and body, reconditioned 7.7 diesel engine, new Harvey Frost heavy-duty crane with certificate, power winch, air brakes and new wiring cost over £1,600, to clear £1,200. Apply Frating Works, Frating, near Colchester, Essex. Great Bentley 230. 928-456

CATTLE CONVEYORS AND HORSEBOXES

1958 Thames Trader 5-ton 4-cylinder diesel, fitted with 15-ft. 6-in. detachable stock container, complete with decks, spring-assisted ramp, etc., immaculate condition throughout. Prallis (Hereford), Ltd., Holmer Rd., Hereford. Phone 4221. 928-10

1958 LEYLAND Comet ECOS2/4RT platform, fitted with Carmichael cattle box, genuine sale. Phone, Holbeach, Lincs. 3265. 929-87685

ESTATE CARS AND UTILITIES

1954 Vanguard estate, one owner, in excellent condition, £255. Cavendish Motors, Cavendish Rd., N.W.6. Willaden 0946-8. 928-276

EX-W.D. VEHICLES

A.E.C., Albion, Austin, Bedford, F.W.D., Maudslayi, Also winch and tipper vehicles, Specialists in 4 x 4 and 6 x 4 drive vehicles. Spares and tyres.

J. H. ROLLASON, Yorkford Hill, Rumsey, Hants. Phone, Braamfield 395. 928-816

FOR sale. Vehicles and spares.

MOST types of commercial vehicles, civilian and ex-W.D. being dismantled for spares.

COMMERCIAL vehicles always required for dismantling.

SEND us your offers and requirements.

C. MORGAN AND SON, Waltham Chase, Southampton. Bishop's Waltham 133. 928-868

ONE ex-W.D. BEDFORD lorry, in good condition, 7-ton long-wheelbase platform, on 8.25 x 20 tyres, petrol engine, price £185.

ONE ex-W.D. AUSTIN six-wheel truck with double-drive rear axles and fitted with winch, in new condition, price £280.

A. PPLY, Geo. Halliday and Sons, Port House, Palmackle A 203. 929-6432

Miscellaneous Vehicles (contd.)

A.E.C. Matador, 4 x 4, ex-W.D., in reasonable running condition, offers wanted. George Stow and Co., Ltd., Reading Rd., Henley-on-Thames. 928-22

GENTLEMEN WORTH KNOWING.

CUNDEY AND STEWART, LTD.,

DEALERS AND DISMANTLERS OF

EX-W.D. VEHICLES ONLY.

SPECIALISTS IN 4 X 4, 6 X 4 AND 6 X 6 VEHICLES.

SPARES AND TYRES.

A. LFRETON, DERRBYSHIRE.

PHONE. LEABROOKS 477. 928-704

A.E.C. Matador 4 x 4, full air brakes, low mileage, unregistered. C. Russell, 155 Milbank St., Northam, Southampton 26590. 928-384

LUTON VANS AND PANTECHNICS

LET us quote you for a Freight light-alloy Luton on your chassis, 500 to 2,000 cu. ft.; prices from £350 two-year guarantee.

FREIGHT ENGINEERING CO., LTD., Cray Rd., Sidcup, Kent. Phone, Footscray 6851. 928-0770

AUSTIN B.M.C. vans for sale, 1,300 cu. ft. and 2,000 cu. ft. £900 and £1,200 respectively. Apply Frani Porter, Ltd., 77 London Rd., Derby. 928-6414

1957 BEDFORD 3-ton Luton van, 20,000 miles only, clear floor area, no wheel boxes, power winch, £450. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2229. 928-51

AUSTIN J4 10-12-cwt. van, immediate delivery.

H. F. EDWARDS, Epsom 5611. 928-45

B.M.C. MORRIS 1958 3-4 diesel pantechnic 1,000 cu. ft., walk-in tailboard, low mileage, £450. Terms arranged. Hicks Removals, 235 Summer Lane, Birmingham, 19. Ast 1320. 928-165

1956 DODGE diesel 1,100-cu.-ft. pantechnic, one owner, used on local deliveries only, excellent condition, ready for immediate service. Camkin Motors, Ltd., Sherborne, Dorset. Phone 681-2. 928-8.

BEDFORD 5-ton Boxvan, 1954, 700-cu.-ft. alloy body, roller shutter, rear doors, excellent tyres, burglar price £285.

AUSTIN 1955 5-ton low Luton van, 800-cu.-ft. integral cab, Perkins P6 engine excellent tyres, had careful owner, £325.

KARRIER 1951 4-ton pantechnic van, 1,000-cu.-ft. £115.

SEDDON 25-cwt. diesel van, 1955, £135.

TROJAN diesel Boxvan, 1955, 1-ton, Perspex roof mechanically perfect, £145.

D. EASTWOOD (COMMERCIALS), 27 Aston Rd., North Birmingham. Ast 3467. 928-123

NEW FORD Trader, 6D, 1,860-cu.-ft. Luton van painted grey, for immediate delivery. Ray Powell, Ltd., Tostenhams 7771. 928-265

1,300 To 1,500 cu. ft. 1954 BEDFORDS, choice of five integral cabs, aluminium bodied, petrol, £365.

1,050 CU.-FT. 1958 BEDFORD 300 diesel pantechnic, Pymax body, £500.

CHANDLER'S MOTORS, LTD., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 928-331

A53

Miscellaneous Vehicles (contd.)

1956 B.M.C. 5-ton Luton van, 1,900 cu. ft., 5.1 diesel, very clean, ready to go to work, £525. Phone, Stepney Green 5522. 928-259

1953 BEDFORD 30-cwt. Luton van, 500 cu. ft., £195. 412 Luton van, 1,200 cu. ft., fair condition, £175. Reigate 2263. 928-361

H. A. SAUNDERS, LTD., AUSTIN DISTRIBUTORS.

AUSTIN J4 chassis-cab with Luton body.

AUSTIN 152 chassis with boxvan body.

AUSTIN 152 chassis with Luton body.

AUSTIN S200 chassis-cab with Luton body.

AUSTIN T200 chassis-cab with Luton body.

AUSTIN 5-ton chassis-cab with Luton body.

ALWAYS a large selection of AUSTIN trucks and vans from 5 cwt. to 5 tons.

H. A. SAUNDERS, LTD., 816 HIGH ROAD, FINCHLEY, N.12. Hillside 8823 extn. 22. 928-515

IMMEDIATE delivery new BEDFORD diesel 5-ton 1,250-cu.-ft. Luton (at Cardiff) Arlington Motor Co., Ltd., High Rd., Ponders End, Enfield, Middlesex. 928-480

1960 KARRIER Gamecock 4-ton diesel boxvan, 8,000 miles, cost new £1,400, our price £725.

DAWNIER MOTORS, LTD., Ewell 2382. 928-390

1958 ALBION Clydesdale, Comet engine, 6-speed gearbox, large-capacity boxvan body.

1959 5-ton Trader, Eaton 2-speed axle, fitted boxvan body, 18 ft. by 7 ft. 9 in.

1947 LEYLAND PSI, 1,638-cubic Luton van body, quick sale, £175.

WARWICK MOTOR ENGINEERING CO., LTD.,
STOKE GARAGE,
COPELAND STREET,
STOKE-ON-TRENT,
Phone 47507-8. 928-455

BBLUEBIRD "Hi-bulk" Lutons, ex-stock. Morris J2 440 c.c., £702 10s., unpainted; 2-ton FG S200 diesel, 620 c.c., £1,147, unpainted. Croftons. Bishopsgate 3393. 928-450

Luton Vans and Pantechnicons Wanted

WANTED, Carrimore vans. State size, age, price, to: John Cotton (Jeter), Ltd., Post Box 3, Mirdel. 928-332

WANTED, 1956 pantechnicons from 700 cu. ft. to 1,300 cu. ft. capacity. The best buyers. Try us night and day. Greenwich 2033. Chandler's Motors, Ltd., 71 Greenwich South St., S.E.10. 928-328

MECHANICAL SHOVELS

WEATHERILL mechanical shovel in good condition, 6850. Stead, Bedford, Nottingham. Phone 7487. 928-x7689

MOBILE SHOPS, CANTEENS, ETC.

SMITHS used Karrier Bantam long chassis, 1960, completely equipped including "Carrifreeze" grocery shop, mileage under 5,000, £1,475; also Commer diesel, 1957, £795, and Karrier Bantam, 1960, long chassis, 350 miles only £1,395. 1960 Thames Trader Supermarket with deep freeze, £1,495 and Bedford, Fordson and Morris used mobile shops and canteens for all trades. Lawton-Goodman, 115 Crickwood Broadway, N.W.2. Gladstone 2226. 928-48

REFRIGERATED TRANSPORT

1961 MORRIS 5-ton flat platform with insulated container, new condition throughout, 8,000 miles from new, £1,450. Auto Services (Hull), Ltd., 73 Anlaby Rd., Hull. Phone, Hull 25573. 928-x7541

IMMEDIATE delivery new Ford Thames Trader 1½-ton 414 diesel refrigerated van of 320 cu. ft. capacity, Spar-shatt container-in-body construction with Prestcold plant and holdover plates for -5 deg., £1,675.

J. H. SPARSHATT AND SONS, LTD., London Rd., J. H. Hill, Portsmouth. Phone, Portsmouth 60361. 928-516

BEDFORD 30-cwt. refrigerated boxvan, complete with compressor, recently overhauled, new diesel engine, Over Hall Garages, Ltd., Staines Rd., Bedford, Middx., Ashford 5741. 928-477

TANK WAGONS

LLEYLAND Comet, Albion, Dennis, Dodge, Bedford, Luton 1,500 and 1,200-gal spirit tankers and large stock of tanks, tankers, frameless articulators and independent tanker trailers, cargo pumps and compressors, all types; list available. Bridge Motors (Commercial), Ltd., Station Garage, Botley, Southampton. Phone, Botley 2343. 928-690

Miscellaneous Vehicles (contd.)

BEDFORD 800-gallon tankers, 2-compartment, £200; 950-gallon QL 4 x 4 with pumping equipment, £280; 2,500-gallon A.E.C. 6 x 6, petrol engine, £650 or £800 with diesel engine.

L. W. VASS, LTD., Amphil, Bedford. Amphil 3255, 222-841

ALBION second hand ex-petrol tankers, 1,500-gal. capacity, three divisions, streamlined body, choice of six. Fishponds Motor Co., Bristol 653473. 930-6428

TWO new Scammell articulators, 3,600 gallon, pressure discharge. New Caledonian 4,000-gal spirit tanker. New Austin 2,000-gal. tanker, lagged. Immediate delivery. Will separate either. 1957 Bedford tanker, 2,400 gallon, articulated. 1958 Leyland 3,600 gallon, pressure discharge, 1953 pump.

HATTER BROS., AUSTIN agents, of Grays. Phone. Purfleet 5488. 928-76

1952 LEYLAND Octopus, 3,600-gal. fuel oil or spirit tanker with pump, choice of several.

1956 B.M.C. 1,200-gal. fuel oil or spirit tanker with pumps (petrol or diesel); choice of six.

1953 DENNIS diesel 1,500-gal. 4-compartment spirit tanker.

1950 AUSTIN diesel 1,000 and 1,200-gal. tankers, choice of 20 from £150 to £250 each.

1953 BEDFORD articulated 2,400-gal. 4-compartment spirit tanker with pumps; choice of several, excellent condition.

1956 BEDFORD diesel Scammell unit with 2,000-gal. 4-compartment trailer with pump.

1951 COMMER 1,800-gal. 4-compartment, very clean.

SEVERAL vehicle tanks only from 800 gal. to 3,600 gal.

H. F. A. DOLMAN, LTD., 215 North Rd., Southend-on-Sea. Phone 43262. 928-175

SLECTION of new tankers, various models.

ISHERWOODS GARAGES, LTD.,
110 BUXTON ROAD,
STOCKPORT.
Phone 5083. 928-249

1950 GALLON Bedford QL 4 x 4, excellent condition.

MERTON ENGINEERING CO., LTD., Faggs Rd., Feltham, Middx. Phone, Feltham 6208. 3045. 928-256

FODEN 6-wheeler double-drive 1850 3-compartment lagged tanker, £575.

1950 ALBION 1,500 gal., four compartments, ex-petrol company's choice of three, £250 each.

A. E. CONNOR, LTD., 128 Brixton Rd., S.W.9. Brixton 7962. Sanderstead 1777. 928-356

1959 BEDFORD 1,500-gal. tanker, Durham tank, fitted pump, Wayne meter, 100-ft. reeled hose with various nozzle fittings, in excellent order. W. A. Barnett and Sons, Ltd., 92 Leagrave Rd., Luton, Beds. Phone, Luton 157. 928-x7683

ALBION 2,500-gal. tanker, new tyres all round, lagged tank with steamed type fittings. Apply Station Yard, Beighton. Phone, Sheffield 52068. 928-460

TIPPING LORRIES

NEW hydraulic tipper.

DODGE 7-ton 7-yd. all-metal underbody end-tipper, drop sides complete in primer. Kin 6136. Gloile Auto Service, Ltd., 167 London Rd., Kingston-upon-Thames. 222-839

1960, June, BEDFORD-YORK articulated 20-cu.-yd. tipper, 8-type cab, Leyland 350 engine. Waltham Cross 2.42. 928-xA7409

1961 Thames Trader 75, 136-in. wheelbase with Pilot OV3 tipping gear, 100-ft. mileage, £1,290.

1956 DODGE short wheelbase, R6 engine, 7 ton, £125.

1957 BEDFORD 7-ton long wheelbase, Comet engine, £575.

1956 E.R.F. 4LW engine, medium wheelbase, £850.

JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362. 456 457. 928-55

TIPPERS for sale.

1960 DODGE 6-wheelers, choice of two, Leyland engines, power steering, etc., from £2,450.

1960 DODGE 4-wheelers, Leyland, power steering, etc., large cab bodies, from £1,450.

ALL one owner.

QUORN COMMERCIAL SALES, LTD., Warner St., Quorn-on-Sour. Quorn 204. 928-47

AUSTIN 6 x 4 and Bedford QL 4 x 4 tippers, Ministry A reconditioned, from £175. Agricultural Vehicles, 24 Third Acre Rise Oxford, Cumnor 2159. Depot: Stanton Harcourt Rd., Eynsham, Oxford. 931-6442

25 CU.-YD. four-in-line tipping trailer, 20-ft. alloy drop-side, £1,650. Waltham Cross 22142. 931-6438

HYDRAULIC TIPPING GEARS AND BODIES

AVAILABLE FOR MOST POPULAR MAKES AT

WELFORD ENGINEERING (OLDBURY), LTD.,
HAINGE ROAD, TIPTON.
Phone, Tipton 2721. 928-115

1953 COMMER Superpoise 5-ton medium-wheelbase tipping wagon, Perkins P6, mechanically sound, wooden drop-side body, a bargain, £150. Singleton, 54 School Lane, Skelmersdale, Lancs. 928-70

Miscellaneous Vehicles (contd.)

FOUR 1953-55 DODGE hydraulic tippers, wooden and steel bodies, £150-£225. East Greenwich Garage, Trafalgar Rd., S.E.10. Gre 4881. 928-147

TRADER County 6-wheeler 1960 twin-ram tipper, approximately 20 cu. yd., wood body, 11 new 9.00 x 20 14-ply tyres, extra servo-system brakes, heater, very clean machine, cost £2,400, a bargain, £1,200.

TRADER 6-ton late 1960 short-wheelbase U-shaped tipper, Hydrovac brakes, very clean, low-mileage machine, gift at 1695.

B.M.C. 1960 3-ton tipper, 12-ft. steel body, Telehoist gears, 900 x 20 tyres, heater, cost £1,450, gift, £700.

D. EASTWOOD (COMMERCIALS), 27 Aston Rd., North, Birmingham. Ast 3467. 928-121

7-TON Trader, 136-in. wheelbase, Pilot underbody ram, 7-yd. drop-side body, ready for work, £725. Batham 1616. 928-77

1954 A.E.C. 9.6 6-wheel tipper, 22-yd. 3-piece drop-side wooden body, Edbro gear, air brakes, £1,250.

CHAMBERS ENGINEERING, Western Turville, Ayresbury Stoke Mandeville 2282. 928-173

1958 ATKINSON 8-wheeler, 26-yd. body.

1959 ATKINSON 8-wheeler, 6LX bulk body.

1959 E.R.F. 8-wheeler, bulk Fibreglass body, unladen weight under 8 tons.

RYLAND GARAGE, LTD., Ryland St., off Broad St., Birmingham, 16. Edgbaston 4501-5. 928-199

FODEN 8-wheeler bulk tipper, double drive, Foden 2-stroke engine, Syndromatic greasing, designed and built for carriage of coke, etc., in tip-top condition.

FURTHER details from Grantham Commercial, 97 Barrowby Rd., Grantham. Phone 133. 928-242

FODEN 8-wheeler tipper, bulk alloy body, Gardner 6LW single drive, automatic chassis lubrication; this machine, although 1949, has been maintained by large public body, regardless of cost. Further particulars from Grantham Commercial, 97 Barrowby Rd., Grantham, Phone 133. 928-243

BBROWNHILLS MOTOR SALES,
L. LEYLAND. A. ALBION. S. SCAMMELL.

1958 DODGE long-wheelbase tipper, 350 engine, £600.

1957 LEYLAND long-wheelbase tipper, reconditioned engine, Eaton axle, £850.

1957 COMMER TS3 short-wheelbase tipper, £400.

1956 COMMER TS3 short-wheelbase tipper, £300.

1957 COMMER TS3 short-wheelbase tipper, £450.

1956 DODGE R6 short-wheelbase tipper, Eaton axle, £450.

BBROWNHILLS MOTOR SALES,
WATLING STREET (A5),
BROWNHILLS,
STAFFS.
Phone, Brownhills 2525-6-7. 928-425

1960 B.M.C. 6-wheeler tipper, with 20-yd. alloy bulk body, very low mileage, in first-class order.

1960 BEDFORD 4-wheeler tipper, with 14-yd. alloy bulk body, low mileage, almost as new.

1960 COMMER TS3 long-wheelbase tipper, wooden drop-side body, in excellent running order.

ALSO many other good tippers in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 928-226

29,000 Miles only, BEDFORD 5-cu.-yd. steel drop-side tipper, first registered 1958, £475. Reigate 2263. 928-359

1960 Thames Trader 7-ton medium-wheelbase tipper, 8-cu.-yd. drop-side aluminium body, £775.

1960 FORD Trader 7-ton diesel short-wheelbase Hydrovac brake tipper, £750.

1959 BEDFORD forward-control short-wheelbase tipper, diesel, 2-speed axle, 7-ton, £485.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Phone, Ewell 2382. 928-308

DODGE 1960 7-ton short-wheelbase, Leyland 350 engine, air brakes, power steering, two-speed Eaton axle, 23,000 miles. Phone, Raunds 360, Northants. 928-x7665

A. SPRINGALL, LTD.

THAMES Trader 6-cu.-yd. tipper, 200 miles only, virtually as new, £1,250.

A. SPRINGALL, LTD., Plumstead Common, S.E.18. Woolwich 5313. 928-189

SALE: ATKINSON 8-wheel, 9.6 A.E.C. engine, double-drive axle, 20-ft. body, drop sides, twin ram gear, complete with 8-ton Dyson 4-wheel trailer, fitted 16-ft. 6-in. body, drop sides, twin ram gear, very good condition, £1,300. Will separate. Phone, Middlebrough 43189. 928-x7661

SEPTEMBER, 1960, DODGE 6-wheel tipper, York axle, Leyland engine, power steering, air brakes, 24-yd. steel body, 5-speed box, Eaton 2-speed, owner-driver, good condition, £2,100. Appy: 1 Albany Villas, Horsgate Lane, Cuckfield, Sussex. 930-x7538

FIVE BEDFORD 6-ton normal-control petrol tippers, Anthony hoist and steel bodies, one 1955, one 1957, three 1958, 650 for lot. Kellert and Pick, North Allerton, Yorks. Phone, North Allerton 79. 928-498

Tipping Lorries Wanted

WANTED urgently, 10-ton tipping trailer. Box CM288, care of "The Commercial Motor." 928-288

TRACTORS

1959 BEDFORD-SCAMMELL forward-control diesel 8-ton tractor units, very clean condition, one careful owner, choice of six, £525 each. Phone, Colindale 7171, 9 a.m. to 6 p.m. 928-143

Miscellaneous Vehicles (contd.)

1955 A.E.C. Mercury, fifth-wheel coupling, air brakes, £850.
1959 COMMER Q4 P6 engine, 2-speed axle, Scammell coupling, 20-ft. Hands drop-side trailer, £175.
JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 928-56

1957 COMMER T53 tractor, B.T.C. coupling, 9.00 x 20 tyres, 2-speed axle, twin-line air brakes, £450.
1958 SEDDON MK. 14 tractor, 6LW engine, B.T.C. coupling, air brakes, £1,200.
TRAILERS for above tractors from £250.
WALKER ST. MOTORS, Preston. Phone 4580. 928-59

COMMER Superpointe Mk. IIIA, 10-ton tractor unit, R6 diesel engine, 2-speed axle, heater, nearly new tyres and batteries, very sound condition. Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 928-196

WELLINGTON GARAGE (OLDHAM), LTD., offer:—
1959 Thames Trader tractor unit, 6D, fitted York coupling, owner-driven, low mileage, just as new, £795.
WELLINGTON GARAGE (OLDHAM), LTD., Huddersfield Rd., Oldham. Phone, Main 9109, 0083. 928-208

25-TON SCAMMELL, 6LW Gardner, 40 x 8 tyres, sound condition.
MERTON ENGINEERING CO., LTD., Fagus Rd., Feltham, Middx. Phone, Feltham 6208, 3045. 928-254

1959 ATKINSON 6LW, fifth wheel tractor unit, fibre glass cab, 26-ft. trailer, £1,600.
E. CONNORTON, LTD., 328 Brixton Rd., S.W.9. Brixton 7962. Sanderstead 1777. 928-355

SCAMMELL tractors (two), 1948, Meadows engines, good tyres, 14.00 x 20, in perfect condition, ex petroleum company, £850 the two. Monkton Motors, Ltd., Uxbridge, Middx. Phone 35574. 928-351

1956, October, DODGE-SCAMMELL unit, P6, 2-speed, one owner, £250.
PIRIBRIGHT GARAGE, Pirbright Rd., S.W.18. Vandyke 6188. 928-343

INTERNATIONAL TD9 caterpillar tractor, 9 ft. hydraulic blade, very good order, £425. Hurley 4536. 928-375

Tractors Wanted

CLARK tractors and spares. Phone, Evan Cook, New 0224. 928-28

TRAILERS

CARRIMORE, A trailer doubles the payload of your lorry and reduces the ton-mile cost proportionately. All models from 3 tons to 50 tons.
CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3-4. 928-883

TRAILER Dollies, various size tyres, complete with fifth wheel, from £80 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 928-962

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.
SCAMMELL trailers, 3-ton, 6-ton, 8-ton. 928-912

OVER 200 used trailers in stock from 5 cwt. to 25 tons capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low loaders, box bodies, platform, pantechions and special types.
RUSH GREEN MOTORS, Langley, Hitchin. Herts. Stevenage 174. 928-895

TASKERS trailers and semi-trailers, for every type of load between 8 cwt. and 35 tons.
SUITABLE for most kinds of prime mover, Land Rover, vans and cars.
COUPLINGS available: Taskers S.A.E./S.M.M.T. or fifth-wheel type. Taskers D-S double-safety automatic, also mechanical horse.
TRAILERS now in stock include: 10-, 12-, 14- and 16-ton super straights (S.A.E.); 3-, 4-, 8-, 10- and 12-ton straight frames (DS); 12-ton step-frame low-loader (DS) and 14-ton step-frame low-loader (S.A.E.); 12-ton rear-steering PV semi-trailer.
FULLY illustrated leaflets on request.

TASKERS OF ANDOVER (1932), LTD., Head Office and Works: Waterloo Iron Works, Andover, Hants. Phone, Andover 2312. Telex 47-539. Grams, "Taskers-Andover-Telex."
LONDON office: 36 Victoria St., S.W.1. Phone, Abbey 2202. Manchester office: 26 Corporation St., Manchester, 4. Phone, Deansgate 6009. Telex 66-249. 928-900

Miscellaneous Vehicles (contd.)

DYSON super trailers and semi-trailers.
THE best of haul investments.
R. A. DYSON AND CO. LTD., 76-80 Grafton St., Liverpool, 18. Phone, Royal 8434. Grams, 928-829
 "Ignition, Liverpool."

E. C. G. TRAILERS, LTD.
 HUNDREDS OF RECONDITIONED TRAILERS OF ALL TYPES ALWAYS IN STOCK.
 NEW TRAILERS, ANY PICK-UP, IMMEDIATE DELIVERY.
 YOUR SHORT OR DAMAGED TRAILER REBUILT AS NEW
96 HACKFORD ROAD, S.W.9.
 REL 3852-3. 940-6163

30-TON low bed semi-trailer, 15-ft. well, eight 14.00 x 20 tyres, £250.
L. W. VASS, LTD., Amphil, Bedford. Amphil 3255. 928-922

15-TON B.T.C. four-in-line 1179 model, £927.
ALWAYS 20 new tippers in stock.
24-HOUR service for Pilot and Edbro tipping gears and spares.
JOHN HUDSON, Doncaster Rd., Bawtry, Yorks. Phone, Bawtry 362, 456, 457. 928-57

8-TON York trailer fitted with all steel bosvan type body, immediate delivery.
TRANSPORT TRADING (VEHICLES), LTD., Clovelly Rd., Southbourne, Sussex. 928-29

ARLINGTON MOTOR CO., LTD.
NEW SCAMMELL 12-ton 25-ft. trailer from stock.
HIGH ROAD, PONDERS END, ENFIELD, MIDDX.
 Howard 1266. 928-131

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DELIVERY anywhere in Great Britain or fitted day, night or week-ends to customer's convenience.

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LEYLAND O600, choice of six, £150 each.
PERKINS P6 engines, choice of 100, £55 each.

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GARDNER 5LW, choice of 30, £60 each.
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TWO complete P6 with Bedford fittings.
FOUR Perkins P6 engines, partly dismantled.
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GARDNER 4LK with Bedford conversion.
FORD 4D, complete with gearbox.
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AIR compressors, electric or petrol-engine driven, mobile and stationary types, 5-35 cu. ft. per minute, 100-150 lb. pressure. Paddon cylinder-boring machines, 2.2 in. to 5.5 in. by 14 in. capacity, 415 volts, £90. Burtonwood ditto, 2.2 in. to 4 in. capacity, 230 volts, £65. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255-6.
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WEAVER steam chassis cleaner for sale, in good order. Apply G. C. Smith (Coachworks), Long Wharton, near Loughborough, Leics. Phone, Hathern 291.
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BROADWALL power washer, new, unused, £65.

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ALBION, A.E.C., Leyland, Dennis, Maudslay, David Brown, Atkinson, E.R.F., Moss 4- and 5-speed main and auxiliary boxes always in stock.
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BEDFORD QL and Austin 4 x 4 transfer boxes, £18 each. Main gearboxes, £10. A.E.C. Matador transfer boxes, £40. Morris-Commercial gearboxes, £12 10s.
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SELECTION of steel and timber fork lift pallets, 40 x 32, 48 x 30, 48 x 40, 56 x 48, 72 x 48, etc.; also 15-cwt. hand-carrying trucks and stillages. Rosedale Salvage Co., Dumfries. Phone 533 or 862. 929-6404

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Miscellaneous Advertisements (contd.)

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APPLICATION forms from City Engineer, Council House, Coventry, returnable by October 16, 1961. 928-62

FYLDE coast dealers require motor salesman, able and willing to canvass for car and commercial vehicle business, salary and unlimited commission with eventual directorship to the right man. Full details to Box CM281, care of "The Commercial Motor." 928-166

MAIN dealers in Nottingham for Bedford trucks, require experienced commercial vehicle sales representative, only men with proved selling ability at executive level will be considered to sell Britain's leading truck. High basic salary plus commission, a car provided and maintained contributory pension scheme, awaits the successful applicant. Applications will be treated in strict confidence which should contain all relevant details of experience, qualifications and age, etc., addressed to the Retail Commercial Sales Manager (marked private and confidential), to G. S. O'croft and Co., Ltd., Dominion House, Castle Boulevard, Nottingham. 928-38

SKILLED all round mechanic, petrol, diesel, to take charge small fleet Highbury area. Advise to use own initiative in maintaining fleet. This appointment could, subject to satisfactory service, lead in time to a larger participation of the company's affairs. Box CM287, care of "The Commercial Motor." 928-167

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All inquiries to Sales Manager,

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836-842 HIGH ROAD,

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Hill 8822, ext. 22. 928-514

AN assistant service manager is required by a vehicle distributor shortly opening a new branch in S.E. London; the successful applicant must be experienced in this field and able to organise and control staff. Write full details of education, experience and present salary to Box CM2622, care of "The Commercial Motor." 928-499

B.M.C. Distributors in Surrey require young man experience preferred but not essential, company car provided. Apply in writing with details of career, salary required, etc., to Sales Director, Wray Park Garages, Ltd., Reigate. 928-302

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SOUTHDOWN MOTOR SERVICES, LTD., whose headquarters are at Brighton, invites applications for the appointment of General Manager, in the place of the late Mr. A. S. Woodgate.

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APPLICATIONS (which will be treated in strict confidence) should state (a) particulars about age, education, qualifications and (if married) family, (b) a short summary in chronological order of the applicant's experience, including particulars of present and previous appointments, and (c) present salary.

APPLICATIONS should be addressed to Mr. R. P. A. Beddoe, C.B.E., Chairman, Southdown Motor Services, Ltd., Stratton House, Piccadilly, London, W.1, to reach him not later than October 11, 1961. 928-230

APPLICATIONS for the following vacancies are invited by L. F. Dove (C.V.), Ltd., Austin Commercial Distributors and Brockhouse Distributors:—

1. Senior salesman with definite record of success in this field to specialise in articulated vehicles, the territory for which the Brockhouse franchise is held includes the county of London except east, and the counties of Middlesex, Surrey, Sussex and Kent. The successful applicant will receive every support, including demonstrator, stock for immediate delivery, and backing by direct mail and press publicity, remuneration by substantial salary, commission, expenses with car provided.

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APPLICATIONS, stating age, education, qualifications and family status, together with particulars of existing and previous employments and present salary, should be sent under "Private" cover to Mr. T. G. Davies, O.B.E., the General Manager of the Company at Central Omnibus Station, Wood St., Cardiff, as early as possible, and in any event not later than October 12, 1961. 928-2229

SITUATIONS WANTED

QUALIFIED transport engineer, A.M.I.R.T.E., seeks progressive appointment, preferably large goods or tanker fleet, conversant modern workshop methods and costing, age 36. Box CM2813, care of "The Commercial Motor." 928-27690

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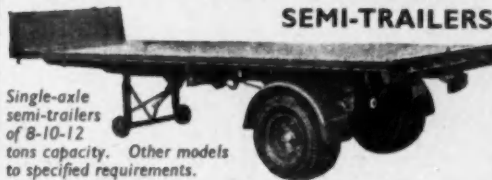
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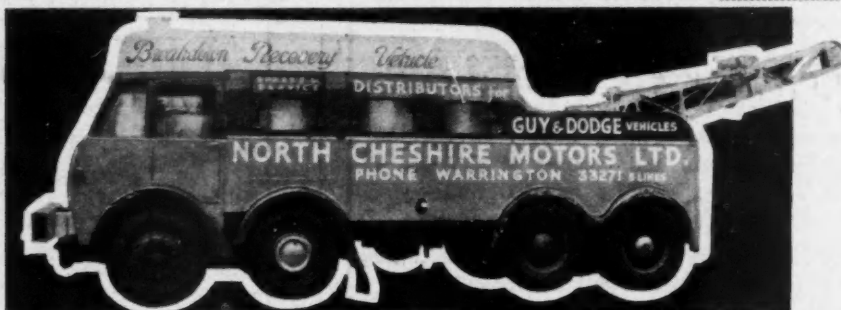
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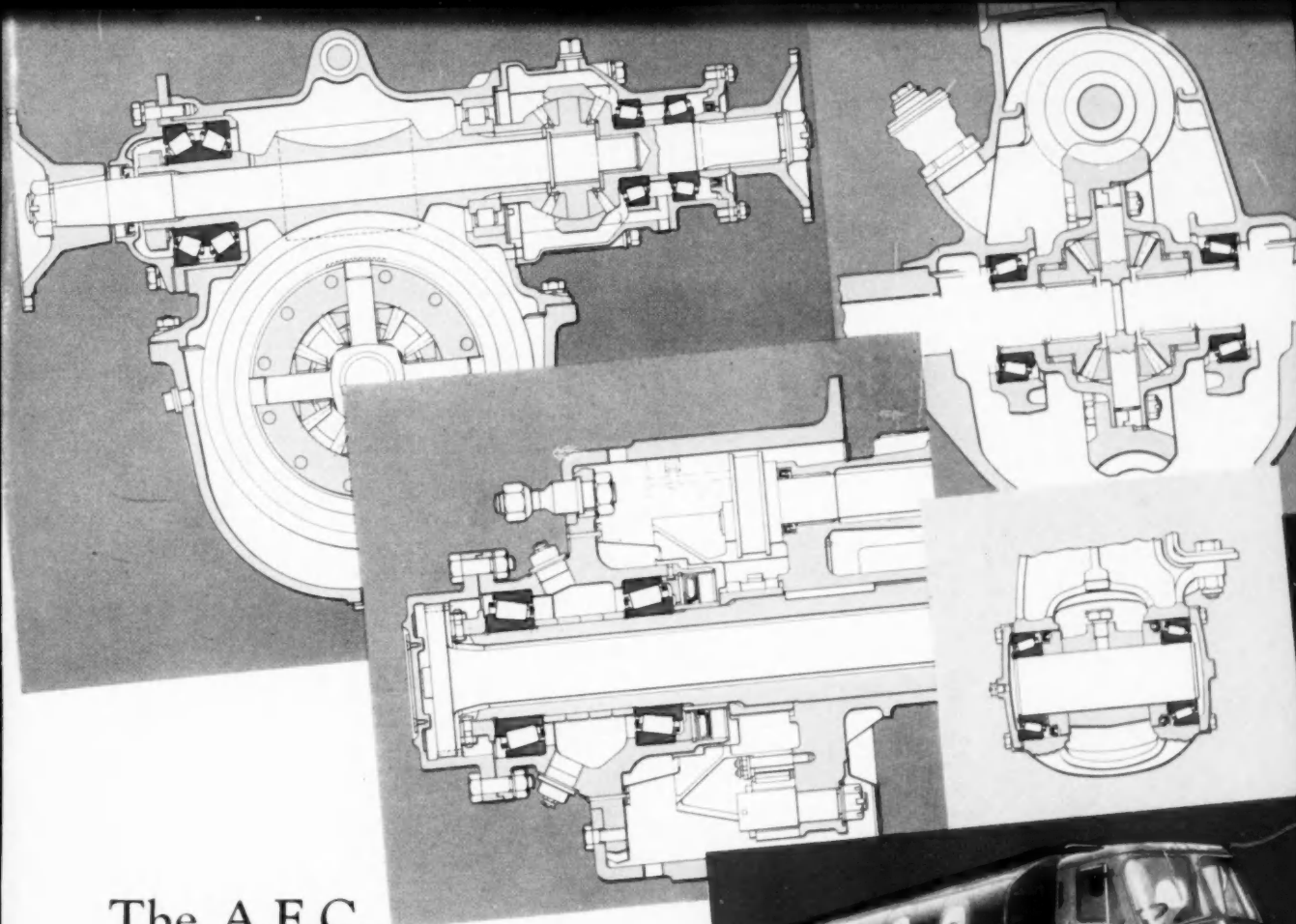
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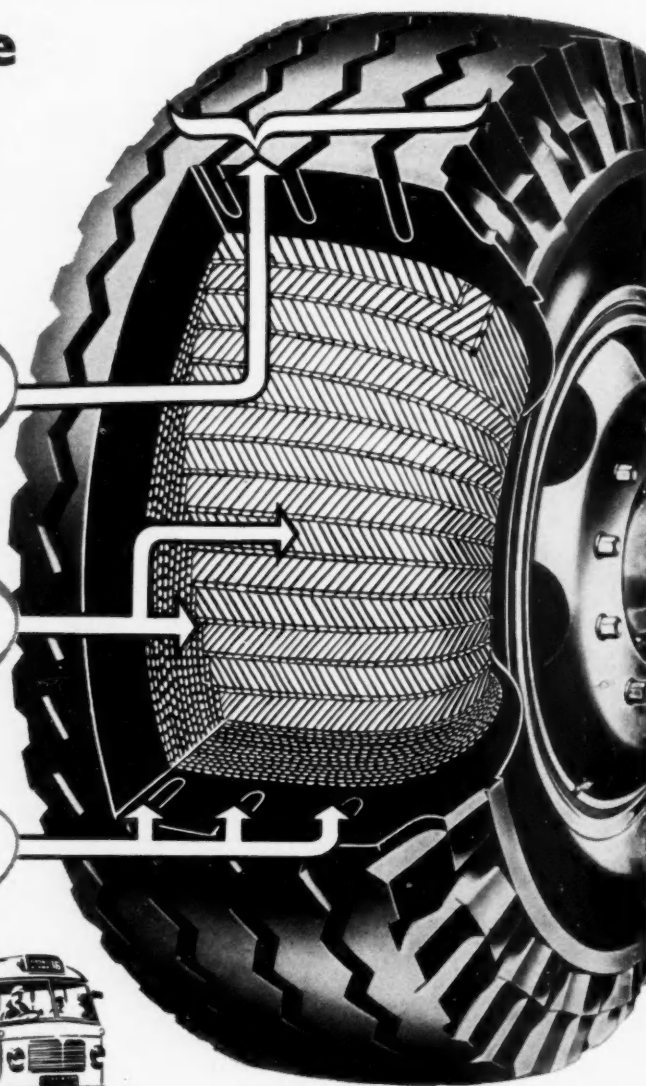
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